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THE
NAVAL HISTORY
OF
GREAT BRITAIN;

FROM THE

Earlieſt TIMES to the Riſing of the Parliament in 1779.

DESCRIBING THE

Origin and Progreſs of the Britiſh Power at Sea;—the Extenſion of its Commerce;—its Foreign Conqueſts;—and the Eſtabliſhment and Growth of its Colonies.

INCLUDING THE

NAVAL EXPEDITIONS AND SEA-FIGHTS

In every Period of the

ENGLISH HISTORY;

And particularly recording the glorious Atchievements in the

LAST WAR.

ALSO THE

Lives and Actions of thoſe illuſtrious Commanders and Navigators, who have contributed to ſpread the Fame, and increaſe the Power of the

BRITISH EMPIRE.

Particularly deſigned to excite in the Breaſts of Britons, at this important Criſis, a noble Ardour, to emulate ſuch bright Examples; and, by their Firmneſs and Valour, to ſecure to themſelves and Poſterity, that envied Pre-eminence which their Enemies have in vain attempted to ſubvert.

With a great Number of beautiful COPPER-PLATES, and accurate MAPS.

By FREDERIC HERVEY, Eſq; and OTHERS.

Iſland of bliſs! amid the ſubject ſeas
That thunder round thy rocky coaſts, ſet up
At once the wonder, terror, and delight
Of diſtant nations; whoſe remoteſt ſhores
Can ſoon be ſhaken by thy naval arm,
Not to be ſhook thyſelf, but all aſſaults
Baffling, as thy hoar-cliffs the loud ſea-wave. THOMSON.

IN FIVE VOLUMES.

VOL. IV.

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M DCC LXXIX.

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PREFACE.

WHILST every thing in nature ſubſiſts by changes, it is not to be ſuppoſed that government and the conſtitution of a kingdom, ſhould remain fixed and permanent. It is highly neceſſary, in order to read the hiſtory of our own country to advantage, that we obſerve the variations which have taken place in its political ſyſtem. During the reigns of the Stuarts, the people, ever jealous of the ſmalleſt infringements upon their liberties and natural rights, kept a watchful eye on the prerogatives of the crown, and were forward to reduce that aſcendency which the ſovereign poſſeſſed. When hereditary right was rendered ſubſervient to parliamentary appointment, the crown began to find it neceſſary to rule by making conceſſions; and the rights of royalty were found to be beſt maintained by the

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nobility of the realm. The body of the people took the alarm at a coalition of intereſts, which ſeemed to attach the hereditary legiſlative body too ſtrongly to the ſovereign. Thoſe jealouſies which were formerly confined to monarchy, were now extended to the higheſt orders of men in the ſtate. When the deſpotiſm of one man was aboliſhed, not only by law but by cuſtom, the fears of the people ſuggeſted to them, that they ſhould now be enſlaved by the authority of a powerful ariſtocracy. What the crown loſt in nominal power it gained in ſubſtantial influence. As the conſtitution has veſted in the king a right of nominating all officers of the revenue, every new impoſt becomes an acceſſion of ſtrength to the crown, which ſerves to bind the great more cloſely to the intereſt of the reigning prince: ſo that what is now moſt to be dreaded is, leſt the higher orders of the community ſhould throw the public burden too much on the ſhoulders of the inferior claſſes of the people.

In a courſe of time too, thoſe party names which might owe their origin to ſome whimſical conceit, became the common appellatives for thoſe different and diſtinct

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diſtinct intereſts, which aroſe in the nation. Toryiſm might be obſerved, more generally to prevail among the landed intereſt in England; the conſequences of a ſtretch of the royal prerogative, being leaſt alarming to ſuch. The commercial intereſts of the kingdom, which rapidly advanced into importance, ſerved to lay the foundation for the principles of Whigiſm. With commerce, arts and knowledge became generally diffuſed. Thoſe doctrines, which had been implicitly believed through a long ſucceſſion of ages, were examined freely and fully. Theſe two intereſts which ſpring from the very nature of the country, and the purſuits of the people, and which in their oppoſition tend to poiſe the conſtitution, and promote the opulence and dignity of the nation, have been unhappily drawn forth into all the bitterneſs of civil diſſention, in order to eſtabliſh an uniformity in religious opinions. For though none but well diſpoſed minds can feel the force of religious truth, yet every man, with a heated imagination and ſtrong paſſions and prepoſſeſſions, is capable of attaching himſelf zealouſly to an hierarchy or a ſect. Thereby making what is in itſelf pure and peacable, the cauſe of ſtrife, contention, and every evil work.

Another

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Another intereſt, which the craft of ſtateſmen firſt created, and their venality has gradually ſtrengthened, is what is called the monied intereſt, ariſing from a parliamentary debt. The leaſt conſiderable evil reſulting from this eſtabliſhment is, that it nouriſhes a ſwarm of drones in the community, who by no kind of exertion tend to benefit the ſtate to which they belong. Its moſt deſtructive tendency is, that it enables government to undermine thoſe liberties which it could not ſubdue by force; it deſtroys the morals of the people, by enabling the crafty to dupe the honeſt and unſuſpecting, and holds out to mankind the proſpect of acquiring wealth by a ſhorter road than induſtry and the exerciſe of talents provide. Into what extremities the profuſe ſpirit of parliament (to whom the people were wont to look up, as to their protectors and guardians) may very ſoon plunge this country, a wiſe man would not attempt to predict; but every cool obſerver may apprehend ſome convulſive throes in the body-politic from its preſent paroxiſm.

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THE NAVAL HISTORY OF GREAT BRITAIN.

BOOK VI.

The Naval and Commercial Hiſtory of GREAT-BRITAIN, *from the Acceſſion of King* GEORGE *the Second, to the Peace of* AIX-LA-CHAPELLE.

CHAP. I.

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has an Audience of his Catholic Majesty—Combined Fleet sail for Leghorn—*Ships fitted out against the* Spanish *Guarda Costas*—French *fortify* Crown Point *and* Tyconderoga—*Parliamentary Regulations of Trade between the* American *Continental Colonies and the* British *Sugar Islands—Address to the King, relative to* Spanish *Depredations—Excise Scheme projected by Sir* Robert Walpole—*Act for allowing the Importation of the Productions of* North America *into* Ireland—*First Settlement of* Georgia—*Gainful Voyage of the* South-Sea *Company's Ship, the* Royal Caroline—Spanish *Merchantmen taken at* Campeachy—*An* English *Trader taken by a Sallee Rover—Sir* Charles Wager *appointed First Lord of the Admiralty on the Death of Lord* Torrington——*State of* Ireland—*Bravery of Captain* Fullerton *repelling a Sallee Rover—Meeting of the New Parliament—A numerous Fleet put into Commission—State of the* British *Sugar Colonies—Commercial Treaty between* Great Britain *and* Russia—*Encroachments of the* French *on our* American *Colonies—Admiral* Haddock *sent with a Fleet into the* Mediterranean—*Sir* John Barnard's *Scheme for reducing the National Debt—Losses of the* English *Merchants by Captures made by* Spain—*Convention with* Spain—*Address of the House of Lords thereon—Disagreement between the* South-Sea *Company and the Court of* Madrid—*The evasive Conduct of the* Spanish *Minister—War declared against* Spain—.

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ON the 14th day of June, an expreſs arrived with an account of the late king's death, the new king immediately repaired to Leiceſter-houſe; where the members of the privy-council being aſſembled, they ſwore allegiance to king George II. The king declared his reſolution to maintain the conſtitution in church and ſtate, and to cultivate thoſe alliances which his father had made on the continent. At the ſame time he took and ſubſcribed the oath for the ſecurity of the church of Scotland, as required by the act of union. Next day he was proclaimed king of Great Britain. The parliament met on the 27th day of the ſame month. The great officers of ſtate continued in their places: Sir Robert Walpole kept poſſeſſion of the treaſury; and the ſyſtem of politics, which the late king eſtabliſhed, underwent no ſort of alteration. The commiſſioners for exercifing the office of lord high-admiral, were the right honourable George, lord viſcount Torrington, John Cockburn, Eſq; Sir John Norris and Sir Charles Wager, Knights. Sir Thomas Littleton, bart. the right honourable Sir George Choldmondley, Knight of the Bath, commonly called lord viſcount Malpas, and Samuel Molyneux, Eſq;

The king in his ſpeech to both houſes at the opening of the ſeſſion, expreſſed a fixed reſolution to

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merit the love and affection of his people, by ſecuring to them the full enjoyment of their religious and civil rights. He promiſed to leſſen the public expence, as ſoon as the circumſtances of affairs would admit. On the 7th day of Auguſt, the parliament was diſſolved, and writs iſſued for electing a new houſe of commons. The earl of Weſtmoreland was appointed firſt lord commiſſioner of trade and plantations; and Philip Dormer Stanhope, earl of Cheſterfield, was nominated ambaſſador to the Hague. The duke of Devonſhire was made preſident of the council, and the duke of St. Albans maſter of the horſe. The ſolemnity of the coronation of the king and his conſort queen Caroline, was performed on the 11th day of October at Weſtminſter-Abbey, with the uſual ſolemnities.

In the mean time Sir Charles Wager, with the fleet under his command in the Mediterranean, taking the opportunity of a ceſſation of arms before Gibraltar, ſailed from that bay for Tangier, where coming to an anchor on the 7th of Auguſt, he obtained whatever he demanded of the dey, who entertained him and his principal officers a-ſhore: Sir Charles weighing from thence on the thirty-firſt, at his return to Gibraltar bay, not only found the Spaniards reſolved to continue the ſiege of that fortreſs, till a courier was returned from London; but, contrary to the terms of a ceſſation of hoſtilities, were carrying plank and other materials for repairing the Theſſe battery. On the 13th of September Sir Charles ſent a letter by lord Forbes to the Conde de Montemar, complaining of theſe tranſactions; to which the conde only replied, that he would get the admiral's letter tranſlated, and then he would anſwer it.

Sir George Walton, rear-admiral of the red, having joined Sir Charles on the 9th of October, with four

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four ſhips from England, was ſtationed by the admiral, with ſeven men of war off Cape St. Vincent, to wait the arrival of ſome Spaniſh ſhips, expected from the Weſt-Indies; while Sir Charles with ten more ſailed for Gibraltar, where he anchored on November the 2d. And having ordered convoy for the outward bound Turkey men, then arrived in the channel of Malta, was joined by Sir George Walton on the 3d of December, without any ſucceſs. And on the 11th, the admiral received orders from the duke of Newcaſtle, to keep a good look out for the galleons, which were reported to be on their way home; and admiral Hopſon had inſtructions at the ſame time to ſail to the Weſt-Indies, and take the command of the ſquadron there. Upon this Sir Charles ordered ten ſhips to cruize off Cape St. Vincent, eight off Cape Spartel, and ſeven off Cape Finiſterre.

The parliament met on the 21ſt day of January 1728, when the king, in his ſpeech, demanded ſuch ſupplies as might enable him to act vigorouſly in concert with the allies, provided his endeavours to eſtabliſh an advantageous peace ſhould miſcarry; the apprehenſion of which was greatly ſtrengthened by the dilatory conduct of the courts of Vienna and Madrid. The houſe of commons ſoon after voted fifteen thouſand ſeamen for the enſuing year, and two hundred and five thouſand five hundred and ſixty-one pounds fourteen ſhillings and nine-pence for the ordinary of the navy.

On the twenty-ninth day of April, the commons reſolved, that in order to the more regular and punctual payment of ſeamen's wages, a ſum not exceeding five hundred thouſand pounds, be granted his majeſty, towards paying off ſuch part of the debt of the navy as is due on the ſcore of ſeamen's wages. And in May his majeſty made the following alterations in the admiralty: appointing the right honourable George,

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viſcount Torrington, John Cockburne, eſq; Sir John Norris, and Sir Charles Wager, knights, Sir George Cholmondely, and Sir William Yonge, knights of the Bath, to be commiſſioners for executing the office of lord high admiral of Great Britain, Ireland, &c.

All the treaties and alliances which had been lately entered into, ſeemed no way productive of the general tranquillity expected from them. The Spaniards, who had never been thoroughly reconciled, ſtill continued their depredations, and plundered the Engliſh merchants upon the ſouthern coaſts of America, as if they had been pirates. This was the reign of negotiations; and, from theſe alone, the miniſtry promiſed themſelves and the nation redreſs. Still, however, the enemy went on to inſult and ſeize, regardleſs of our vain expoſtulations. The Britiſh merchants complained by petition, of the loſſes which they had ſuſtained by the Spaniſh depredations; and the houſe of commons deliberated upon this ſubject. They examined the evidence, and preſented an addreſs to his majeſty. Though ſuch tranſactions did not give the ſecurity that was expected from them, yet they, in ſome meaſure, put off the troubles of Europe for a time. An interval of peace ſucceeded, in which few events happened that deſerve the remembrance of an hiſtorian; ſuch intervals are, however, the periods of happineſs to a people; for hiſtory is too often but the regiſter of human calamities *.

Notwithſtanding the ſeeming pacific diſpoſition of the court of Spain in Europe, and their engagements lately entered into, there was great reaſon to ſuſpect, that their governors in the Weſt Indies, had ſecret inſtructions to carry on a predatory war: ſo that no ſooner were our men of war called off from action

* Goldſmith.

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in thoſe ſeas, than our merchants ſeverely felt the effects of a perfidious treaty, and every ſhip from our colonies and iſlands brought freſh ſubject of complaint, concerning their depredations on our trade, and their cruelties to our ſailors. Alſo in Europe, from the leſſening of our naval force in the Mediterranean, the Sallee rovers were encouraged to infeſt our navigation in the Streights and weſtern Ocean. Upon all this the parliament, which met on the 21ſt of January 1729, agreed to employ fifteen thouſand ſeamen, at four pounds a man per month, for thirteen months, for the current year, and alſo voted two hundred and ſix thouſand and twenty-five pounds for the ordinary of the navy during the ſame time.

On the 14th day of March, the houſe of commons having previouſly examined accounts of the Spaniſh depredations, and called for ſeveral papers relating thereto, came to the following reſolution, that ever ſince the peace of Utrecht, concluded in 1713, to this time, the Britiſh trade and navigation to and from the ſeveral colonies in America, had been greatly interrupted by the continual depredations of the Spaniards, who had ſeized very valuable effects, and unjuſtly taken and made prize of great numbers of Britiſh ſhips and veſſels in thoſe parts, to the great loſs and damage of the ſubjects of this kingdom, and in manifeſt violation of the treaties ſubſiſting between the two crowns. In conſequence of which reſolution, it was further unanimouſly reſolved, that an humble addreſs be preſented to his majeſty, to deſire he would be graciouſly pleaſed to uſe his utmoſt endeavours to prevent ſuch depredations, to procure juſt and reaſonable ſatisfaction for the loſſes ſuſtained; and to ſecure to his ſubjects the free exerciſe of commerce and navigation, to and from the Britiſh colonies in America. In anſwer to which, his majeſty was graciouſly

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ciouſly pleaſed to promiſe his beſt endeavours to procure their deſires. In purſuance of ſeveral other papers called for, and farther reſolutions taken thereupon, a ſecond addreſs followed much to the ſame purpoſe. The conſequence of all which was, an order on the 25th of May, for putting thirty-three ſhips, including guardſhips, in commiſſion, to theſe was joined a Dutch ſquadron.

Towards the cloſe of the reign of king George the Firſt, the colonies of South and North Carolina were attacked by ſeveral bands of Savages, who were driven to deſpair by a continued courſe of the moſt atrocious inſolence and injuſtice. Theſe inroads the inhabitants were unable to make effectual head againſt, even with all the aſſiſtance they could procure from neighbouring colonies; and the lords proprietors being unwilling to take upon themſelves the expence of this Indian war, the deputies of thoſe colonies humbly beſought the king to take them under his protection. Whereupon the duke of Beauford, the lord Craven, Sir John Colleton, James Bertie, Eſq; Mary Dawſon and Elizabeth Moore, being the repreſentatives of the original proprietors of ſeven eighth parts of theſe two provinces, either in their own right or in truſt, declaring by petition to his majeſty, their willingneſs to ſurrender their charters to the crown for a valuable conſideration; an act of parliament paſſed in the ſecond year of king George II. for eſtabliſhing an agreement with ſeven of the lords proprietors of Carolina, for the ſurrender of their title and intereſt in that province to his majeſty, in conſideration of the ſum of ſeventeen thouſand five hundred pounds (being two thouſand five hundred pounds for each ſeventh part) and five thouſand pounds more for the arrears of quit-rents, &c. due to them. Thus, for ſo ſmall a ſum as twenty-two thouſand five hundred pounds, were

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ſeven eighth parts of thoſe fine provinces made regal governments, from and after the 1ſt day of June, 1729. As the lord Cartaret (ſince earl of Granville, choſe to retain the other remaining eighth part of Carolina in his own right, a clauſe was inſerted in the act, ſecuring to his lordſhip and his heirs for ever, an eighth ſhare of the provinces, and a like ſhare in all arrears of quit-rents. Notwithſtanding which, the government of the whole was thereby made entirely regal: and in this regal ſtate, Carolina, under two ſeparate governors, councils and aſſemblies, hath amazingly flouriſhed and increaſed in agriculture, trade and commerce, having extended its plantations farther back or weſtward. Sufficient ſupplies and relief having been ſent from England, the Indians were all conquered and put to the ſword; ſo that from this period, the proſperity of this great province is to be dated. Rice, which was cultivated here to great advantage, found a ready market in Spain and Portugal; but the reſtrictions by which the colonies were compelled to ſend their cargoes to the Mother Country, from whence they were again ſhipped to their deſtined ports, being found to clog that trade with heavy charges, which it was little capable of bearing, the parliament next year, 1730, paſſed an act, by which they were allowed to export their grain directly into the Mediterranean, or any where to the ſouth-eaſtward of Cape Finiſterre.

The treaty of Seville was concluded in November 1729, between Great Britain, France and Spain, by which it was agreed, that their Britannic and Catholic majeſties ſhould appoint commiſſaries within the ſpace of four months, to ſettle every point in diſpute between the two crowns, reſpecting ſhips and effects taken at ſea, and all abuſes in commerce as well in Europe as in America. Three years were allowed the commiſſioners to adjuſt theſe matters.

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The States-general of the United Provinces were invited to accede to this treaty, which they soon after did. By two separate articles, it was expresly stipulated, for the greater exactness, that the treaties of peace and commerce at Utrecht, between Great Britain and Spain, in which are comprised the former treaty of 1667, as also the assiento contract of 1713, and its farther explanation in the year 1716, should, from the day of its execution, even whilst the commissioners were sitting, remain in full force. For this end, the Catholic king engaged to dispatch his cedulas to his viceroys, &c. in America, as well as in Europe, as did also his Britannic majesty to his governors, &c. for the release of all ships and merchandize, particularly the South Sea Company's ship, Prince Frederic, and her cargo, which the Spaniards had detained, was agreed to be restored.

In the year 1730, the legislature passed an act for reducing the annuity or fund of the East-India Company, and for ascertaining their right of trade to the East-Indies, and for the continuance of their corporation for that purpose, upon the terms therein mentioned. Thereby it was enacted, that their present yearly fund of one hundred and sixty thousand pounds should be reduced to one hundred and twenty-eight thousand pounds, or from five to four per cent. from Michaelmas 1730; in consideration whereof, and of two hundred thousand pounds to be paid by them for the public service, all their exclusive privileges of trade to the East-Indies were continued and prolonged from Lady-day 1736 to Lady-day 1766, and three years notice was then to be given, in case the exclusive trade was at that time to determine. So that on the whole, thirty-three years were added to the charter which they then held, and of which, six years were then unexpired. If after notice duly given, repay-

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re-payment was made of their entire capital of three millions two hundred thouſand pounds, their excluſive privileges of trade ſhould then ceaſe and determine. Yet the company were then permitted to continue as a corporation for ever, to enjoy the Eaſt India trade in common with all other ſubjects. Farther, the company at any time, on one year's notice, after Lady-day, 1736, might be paid off their whole capital, by any payments not leſs than five hundred thouſand pounds at a time; and ſo on from time to time, on ſuch yearly notices by parliament. The company were, by this act, debarred from poſſeſſing in Great Britain lands or tenements, exceeding ten thouſand pounds yearly rent.

The royal African company being in a very declining ſtate, ſo as not to be able to ſupport their forts and factories on the coaſt of Africa, and the trade being thereby laid open, ſo as to endanger them; the ſum of ten thouſand pounds was granted by parliament for that purpoſe, by an act for raiſing five hundred and fifty thouſand pounds by Exchequer bills; and the like ſum continued to be annually granted until the year 1744, when it was found neceſſary to grant twenty thouſand pounds, in conſequence of the war which then ſubſiſted between France and Spain.

About this time advice was received from Charlestown in South Carolina, that one of the Spaniſh guarda coſtas meeting with the Durſley galley man of war, and taking her for a merchant ſhip, bore down and poured a broadſide into her, but was taken, after having five or ſix men killed, and about twenty wounded, without the loſs of one man in the Durſley. However, as an inſtance of our dealing more favourably with the Spaniards, than they had done with us, ſhe was ſoon after releaſed; as was alſo a Spaniſh advice boat, which had been taken and carried into Jamaica.

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The confederate fleet of the Engliſh and Dutch at Spithead, raiſed expectations in the public, who now imagined that ſome bold ſtroke was intended in favour of our merchants. But after ſpending above three months in a pompous parade, the Dutch failed homewards; and on the 16th of October, twelve of our largeſt ſhips were ordered to be laid up, viz. the Cornwall, Naſſau, Grafton, Burford, and Sunderland, at Chatham; and the Princeſs Amelia, Berwick, Monmouth, Kent, Royal Oak, Kingſton, and Falkland, at Portſmouth. This fleet however, it is generally thought, accelerated the ſigning of the convention, and alſo the diſpatching thoſe orders which were carried to Cuba, by the new governor of that iſland, by virtue of which, he impriſoned his predeceſſor, and even laid him in irons, at the ſame time declaring, that his inſtructions were to live in amity with the Engliſh. But all this, as appeared by the conſequences, proved no more than grimace; for the guarda coſtas continued their former depredations.

On the 7th of May, 1730, the king prorogued the parliament; on which occaſion he acquainted them in his ſpeech, that all apprehenſions of war were now happily removed, by a treaty ſigned at Vienna between him and the emperor. He ſaid, it was communicated to the courts of France and Spain, as parties to the treaty of Seville, the execution of which it principally regarded; and that it was likewiſe ſubmitted to the conſideration of the States-general. He obſerved, that the conditions and engagements into which he had entered on this occaſion, were agreeable to that neceſſary concern which the Britiſh nation muſt always have for the ſecurity and preſervation of the balance of power in Europe: that this happy union duly improved, with a juſt regard to former alliances, yielded a favourable proſpect of ſeeing the public tranquillity re-eſtabliſhed.

Not

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Notwithſtanding theſe agreeable expectations, not many months after, freſh troubles and commotions ſeemed to threaten Europe, from the death of the duke of Parma, who in his will declared that his ducheſs was three months advanced in her pregnancy; but in caſe no heir to his dukedom ſhould thereby ariſe, he bequeathed it to the infant don Carlos, youngeſt ſon to Philip V. of Spain. No ſooner had death cloſed the eyes of this prince, than a body of Imperial troops took poſſeſſion of both Parma and Placentia, with a declared purpoſe to ſecure them for Don Carlos, in caſe the ducheſs-dowager ſhould not be delivered of a prince. This hoſtile interpoſition threatened to bring on a war; but the king of Great Britain and the States-general preferring negotiation to force of arms, at length prevailed on the court of Vienna to evacuate thoſe territories; whereupon a treaty was concluded at Vienna between the king of Great Britain and the emperor. Hereby the emperor agreed, that the Oſtend company, which had been viewed with a jealous eye by the maritime powers, ſhould be entirely annulled, on condition that the parties which executed the treaty of Seville, ſhould guaranty the pragmatic ſanction, or ſucceſſion of the Auſtrian hereditary dominions to the heirs female of the emperor, in caſe he ſhould die without male iſſue. This treaty was confirmed by a ſucceeding one, which was ſigned at Vienna between the emperor, the king of Great Britain, and the king of Spain. In Auguſt, a treaty of union and defenſive alliance between the electorates of Saxony and Hanover was executed at Dreſden. The court of Spain expreſſing ſome doubts with regard to the pregnancy of the ducheſs of Parma, ſhe underwent a formal examination by five midwives of different nations, in preſence of the late duke's mother, ſeveral ladies of quality, three phyſicians and a ſurgeon; the midwives declared

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the duchess with child: nevertheless, after having kept all Europe in suspence for six months, she owned she had been deceived.

By a list of the ships and vessels which composed the royal navy, with their rates, tonnage, and respective compliment of men and guns, which was made up by authority, it appears that the abstract was as follows:

Rates.	No.	Tonnage.	Highest Complement of Men.	Lowest	C.	G.	Swi.	G.	Mor
1	7	12953	5460	4760	700				
2	13	20131	8840	7605	1170				
3	16	21166	8320	7040	1280				
	24	26887	10560	9120	1680				
4	24	22829	8760	7680	1440				
	40	29086	11200	9600	2000				
5	24	13890	4800	4320	960				
	1	421	155	135	30				
6	1	420	140	130	22				
	28	10250	3580	3320	560				
Fire-ships	3	1057	155		24				
Bombs	3	780	120		16		16		
Store-ship	1	547	90		20				5
Sloops	13	1516	990		78		78		
Yachts	7	1119	260		64				
Ditto small	5	267	29		26		6		
Hoys	11	1114	87		12		2		
Smacks	2	77	4						
Long-Boat	1	27	2						
Buoy-Boat	1	13							
Lighters	4	288	3						
Hulks	9	7664	159						
Total	238	172502	63714	52710	10082		102	5	

No motion in parliament, in 1731, produced such a warm contest as did that of Sir Robert Walpole's proposing that the duties upon salt, which about two years before had been abolished, should now be revived, and granted for three years; though, to sweeten this proposal, he declared, that the land-tax for

for the enſuing year ſhould be reduced to one ſhilling in the pound. All the members of the country party were immediately in commotion. They affirmed, that the revival of this tax would be grinding the faces of the poor, in order to eaſe a few rich men of the landed intereſt: that the prices of all neceſſaries being thus enhanced, the wages of the tradeſmen and manufacturer muſt be encreaſed; and where theſe are high, our manufactures would be underſold by thoſe of cheaper countries: they alledged, that the ſalt-tax particularly affected the poor, who could not afford to eat freſh proviſions; and as it formerly occaſioned murmurs among the lower claſs of people, the revival of it would, in all probability, exaſperate them into open ſedition. Theſe and many other objections Walpole endeavoured to obviate in a long ſpeech, which was minutely anſwered by Mr. Pulteney: yet the queſtion being put, the miniſter's motion was carried in the affirmative; but before the bill paſſed, ſeveral motions were made, and additional clauſes propoſed by the members in the oppoſition: new debates were raiſed on every new objection, and the courtiers were obliged to diſpute their ground by inches; but they at laſt carried their point, and the ſalt duty was revived.

In this ſame year the South-Sea Company's great aſſiento ſhip, the Royal Caroline, arrived in ten weeks from Porto Bello, her lading being immenſely rich. She ſailed from England ten months before, with perhaps the richeſt outward bound cargo of any ſhip that ever ſailed from hence. Many have conſidered this voyage as the only gainful one which the company ever made to the Weſt-Indies *.

The grand duke of Tuſcany, having acceded to the laſt treaty of Vienna, the crown of Great Britain

* Anderſon on Commerce, Vol. II. p. 334.

engaged

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engaged to equip an armament that ſhould convoy Don Carlos to his new dominions. Accordingly Sir Charles Wager ſailed with a ſtrong ſquadron from Portſmouth, on the 14th day of July; having been appointed admiral of the blue, he hoiſted his flag on board the Namur. On the 1ſt day of Auguſt he arrived in the bay of Cadiz, and ſetting out by land from Port St. Mary, he reached Seville on the 6th, where he had an audience of their Catholic majeſties, and was very graciouſly received. The king of Spain on this occaſion preſented the admiral with his picture ſet in diamonds, worth five thouſand pounds. He was accompanied to this audience by Mr. Keene, the Britiſh envoy, and attended by ſeveral gentlemen who came with him from on board the ſquadron, and by all the Britiſh merchants who reſided at Seville. On the 16th he ſailed from Cadiz, and the next day arrived at Gibraltar; here he continued five days, and took ſome troops on board; from whence he proceeded to Barcelona, where he arrived on the 2d day of September. Here he was joined by a Spaniſh fleet and tranſports, the whole of which ſailed together to Leghorn. On the 26th day of October, Sir Charles ſat ſail on his return to England with the whole Britiſh fleet.

Notwithſtanding this apparent amity between the courts of London and Madrid, advices from the Weſt-Indies were full of accounts of the inſults and cruelties committed by the Spaniards on the Engliſh in thoſe ports. The treatment of Robert Jenkins, maſter of the Rebecca, whoſe ear they cut off, was attended with circumſtances highly aggravating. After they had thus maimed him, they gave him back his ear, telling him to carry that preſent home to his maſter, the king of Great Britain.

In November this ſame year, four twenty gun ſhips, and two ſmall ſloops were put into commiſſion, and

and ordered to be sheathed for the West-India service; and in January following, were added two more twenty-gun ships, in order to cruize against the guarda costas, who still continued their depredations. Upon receiving intelligence of these preparations in England, the Spanish ministry pretended to put a stop to those hostilities, by transmitting a schedule from their king, by the hands of Mr. Keene the British minister at Madrid to London, in order to be dispatched to rear-admiral Stewart, who was to communicate the same to the Spanish governors. But as this schedule excepted from any benefit of it, all who carried on an illicit trade, and did not determine what was comprehended under the term illicit, this vague order produced no good effect; but the Spanish piracies under the king's commission rather increased.

Whilst the trade in the West Indies was thus annoyed by the Spaniards, the French were no less forward to make encroachments on the back settlements in North America; they had before fortified the pass of Niagara, in the Iroquois country, and in the year 1731 they went so far as to erect a fort at Crown Point, in the centre of the five nations, and within the undoubted limits of New York colony; much about the same time they erected a strong fort, which they named Ticonderoga.

The merchants trading to the British sugar colonies, and the planters residing there, petitioned the house of commons, complaining that the British continental colonies of New England, Rhode Island, New York, Pensylvania, and the Jerseys, carried on a trade with the foreign colonies of the French and Dutch, from whence they were supplied with sugar, rum, molasses, &c. instead of those of our own sugar islands, as well as with foreign European goods and manufactures, contrary to the intention of the laws in being, and of the treaty with France made in the year 1686. A com-

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committee was appointed to enquire into the merits of the plea, and to hear the objections which the northern colonies brought againſt it; upon whoſe report a bill was brought in, and paſſed the houſe of commons, entitled, "An act for the better ſecuring and encouraging the trade of his majeſty's ſugar colonies;" but it was thrown out by the lords. In the next ſeſſion this warm conteſt was terminated by laying duties on all rum, molaſſes and ſugar, imported into any of the Britiſh plantations in America from foreign ſugar colonies: and totally prohibiting them in Ireland, and allowing a bounty on all ſugars exported from Great Britain, on which the duties have been paid.

The year 1732 was entirely barren of naval events; towards the cloſe of it his majeſty granted a commiſſion to the lords of the admiralty, to erect a corporation for the relief of poor widows of ſea officers; to conſiſt of the lords of the admiralty, and the commiſſioners of the navy and victualling for the time being, and a certain number of the eldeſt captains and lieutenants in the navy. The terms of admiſſion for partaking of the benefits of this inſtitution were, that each member, who muſt be an officer in the navy, allow three pence in the pound per annum out of his pay. Hereby an admiral's widow became entitled to fifty pounds a year for life; a captain's, forty; a lieutenant's, thirty; other officers widows twenty pounds each. The cheſt at Chatham to be taken into this corporation, and the money raiſed to be put out to intereſt.

The following gentlemen were appointed to ſettle the corporation: lord Torrington firſt lord commiſſioner of the admiralty, preſident; Sir Charles Wager and lord Arch. Hamilton, governors; Sir George Saunders, and Thomas Pearce, Eſq; commiſſioners of the navy, aſſiſtants; lord Vere Beauclerc, Sir John Jennings,

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Jennings, Sir John Norris, Sir George Walton, Phillip Cavendiſh, Eſq; John Balchin, Eſq; Charles Stuart, Eſq; Mighells, Eſq; Sir Stafford Fairbon, admirals; took the oaths at Weſtminſter, purſuant to an act of parliament; five whereof to be a quorum * †.

When the houſe of commons met, Sir Wilfred Lawſon having made a motion for an addreſs to the king, to know what ſatisfaction had been made by Spain for the depredations committed on the Britiſh merchants, it was, after a violent debate approved, and the addreſs preſented. The king in anſwer, informed the houſe, that the meeting of the commiſſaries of the two crowns had been ſo long delayed by unforeſeen accidents, that the conferences were not opened till the latter end of the preceding February, and that as the courts of London and Madrid had agreed, that the term of three years ſtipulated for finiſhing the commiſſion, ſhould be computed from their firſt meeting, a perfect account of their proceedings could not as yet be laid before them.

The ſeſſion of parliament which begun on the 16th of January 1733, was diſtinguiſhed by an important affair, which threw not only the houſe of commons, but the whole nation, into a flame. This was the exciſe bill, which Sir Robert Walpole introduced into the houſe, by firſt declaiming againſt the frauds practiſed by the factors of London, who were

* A few months after this fund was eſtabliſhed, lieutenant George Crowe reſigned his half pay, amounting to forty-five pounds twelve ſhillings and ſix-pence per annum, to the lords of the admiralty for the uſe of this corporation, he having a competency to live on *. An inſtance of generoſity that well deſerves to be recorded!

† In October 1732, an engine for tacking a large ſhip in a calm, was tried on board one of the Eaſt-India Company's ſhips, and found of ſuch uſe, as to bring a broad-ſide to bear upon an enemy, almoſt as ſoon as when under a gale.

* Gentlemens Magazine, March 1733.

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employed by the American planters, in ſelling their tobacco. To prevent theſe frauds, he propoſed to join the laws of exciſe to thoſe of the cuſtoms, that the farther ſum of three farthings per pound charged upon imported tobacco, ſhould be ſtill levied at the cuſtom-houſe, and that it ſhould be then lodged in warehouſes appointed by the commiſſioners of exciſe. That the keeper of each warehouſe ſhould have one lock and key, and the merchant-importer another; and that the tobacco ſhould be thus ſecured, till the merchant ſhould find vend for it, either by exportation or home-conſumption: the part aſſigned for exportation ſhould be weighed at the cuſtom-houſe, diſcharged of the three farthings per pound, which had been paid at its firſt importation, and then exported, without farther trouble: that what was deſtined for home conſumption, ſhould, in the preſence of the warehouſe-keeper, be delivered to the purchaſer, upon his paying the inland duty of four-pence per pound; by which means the merchant would be eaſed of the inconvenience of paying the duty upon importation, or of granting bonds, and finding ſureties for the payment, before he had found a market for his commodity: that all penalties and forfeitures, ſo far as they formerly belonged to the crown, ſhould, for the future, be applied to the uſe of the public: that appeals in this, as well as in all other caſes relating to the exciſe, ſhould be heard and determined by two or three of the judges, to be nominated by his majeſty; and in the country, by the judge of aſſize, upon the next circuit, who ſhould hear and determine ſuch appeals in the moſt ſummary manner, without the formality of proceedings in courts of law or equity.

This was the ſubſtance of the famous exciſe ſcheme, in favour of which Sir Robert Walpole moved, that the duties and ſubſidies on tobacco ſhould, from and after

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after the twenty-fourth of January, ceaſe and determine. The debate which enſued was maintained by all the able ſpeakers on both ſides of the queſtion. Sir Robert Walpole was anſwered by Mr. Perry, member for the city of London. Sir Paul Methuen joined in the oppoſition. Sir John Barnard, another repreſentative of London, diſtinguiſhed himſelf in the ſame cauſe. He was ſupported by Mr. Pulteney, Sir William Wyndham, and others. Thoſe who oppoſed the ſcheme aſſerted, that it would involve the factors in ſuch hardſhips, that they would not be able to continue the trade: that it would be dangerous to the liberties of the ſubject, as it tended to promote a general exciſe: that it would produce an additional ſwarm of exciſe-officers and warehouſe-keepers, appointed and paid by the treaſury; and by multiplying the dependents of the crown, enable it ſtill farther to influence the freedom of elections; and that traders would become ſlaves to exciſemen and warehouſe-keepers. After a long and warm debate, the motion was carried by a majority of ſixty-one voices; and a bill was ordered to be brought in accordingly. This was done on the fourth of April, when it was read the firſt time, and ordered to be read a ſecond on the eleventh; but the alarm was now ſpread to the moſt diſtant parts of the nation; the cry was, "Liberty and property, and no exciſe!" and on the tenth of April the ſheriffs, aldermen, and commons of London, in a proceſſion of two hundred coaches, attended by great crouds on foot, went to Weſtminſter-hall with a petition, humbly praying to be heard by council againſt the bill: but this was carried in the negative by ſo ſmall a majority as ſeventeen. The next day petitions came from Coventry and Nottingham againſt the bill, which were ordered to lie upon the table. Mean while the populace blocked up all the avenues to the houſe of com-

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mons, inſulted thoſe members who had voted for the miniſtry on this occaſion; and Sir Robert began to be in fear of his life. He therefore thought proper to drop the deſign, by moving, that the ſecond reading of the bill ſhould be poſtponed till the 12th of June. The miſcarriage of this bill occaſioned the greateſt joy and ſatisfaction, and was celebrated with public rejoicings in London, Weſtminſter, and ſome of the principal towns in the kingdom; and in the capital, Sir Robert was burned in effigy.

A law had been made in the reign of king William III. prohibiting the landing of any goods in Ireland, of the growth or product of the Engliſh American plantations, unleſs they ſhall have been firſt landed in England, and have paid the duties there; which law being conſtrued to extend to all manner of American merchandize, as well unenumerated as enumerated, an act was now paſſed, for importing from the ſaid plantations directly into Ireland, goods not enumerated in any act of parliament, provided they were brought in Britiſh ſhips, and navigated in conformity to the navigation acts. Hereby Ireland was put upon a footing with foreign countries, in reſpect to ſuch unenumerated goods. The enumerated commodities at this time were, ſugars, tobacco, cotton-wool, indico, ginger, dyeing-woods, moloſſes, rice, furs, copper-ore, pitch, tar, turpentine, maſts, yards, and bowſprits, imported from, and the growth and product of, the Britiſh American plantations, all which muſt firſt be landed in Great Britain, except, as had been already obſerved, the rice of Carolina.

At this time a deſign was formed by a number of gentlemen of diſtinction and worth, to eſtabliſh a colony in North America, upon the moſt public-ſpirited and diſintereſted plan. This was ſuch an inſtance of true patriotiſm, generoſity, and goodneſs, as

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as can ſcarcely be paralleled. Hitherto all our American colonies were profeſſedly planted for the immediate benefit of the undertakers; but this was ſolely for a national and charitable purpoſe, without any other benefit to the undertakers than what reſults from the pleaſure of doing good. Moſt of them were members of parliament, who having lately had occaſion to obſerve the miſery of the priſoners confined in our goals for debt, were moved to commiſerate ſuch unhappy objects, and to attempt to ſettle them in ſome new colony on the American continent, where thoſe who were now a burden and diſgrace, might become a national benefit. As a great part of the charter-limits of Carolina yet remained unplanted ſouthward, adjoining to Florida, it became highly the intereſt of Great Britain to occupy and plant theſe waſtes as ſoon as poſſible, leſt either the Spaniards from Florida or the French behind it, from their uſurpation of Miſſiſſippi ſhould ſeize on and plant wnat they found unoccupied. The French were more particularly intereſted in taking ſuch a ſtep, as theywere quite deſtitute of all footing on the eaſtern ſhores of North America; but if they could gain ſuch a ſettlement, the communication with their ſugar iſlands would be greatly facilitated.

To this aſſociation a perpetual charter was granted, by which the king empowered twenty-one gentlemen by name, and ſuch others as they ſhould, from time to time, elect into their body, to be truſtees for eſtabliſhing the colony therein named Georgia, in America, extending about one hundred miles along the ſea-coaſt, and lying between the moſt eaſtern ſtream of the river Savannah, and the moſt ſouthern ſtream of the river Alatamaha; and extending weſtward from the heads of thoſe rivers in direct lines to the South Sea; together with the iſlands within twenty leagues of the ſea-coaſt. The truſtees were hereby empow-

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empowered to receive and manage the contributions of all persons and corporations inclined to give money for the transporting of people to, and settling them in the country. This corporation was made legally capable in law to purchase and hold lands, &c. in Great Britain, to the value of one thousand pounds annually, and in America to an unlimited value, for the same charitable purpose. Their common council was to consist of fifteen persons, with power to make them up twenty-four, which was afterwards done. An annual quit-rent of four shillings for every hundred acres of land, which these trustees should grant to any planter, was reserved to the crown; but not to commence until the expiration of ten years after the date of such grant. This new province was to remain for ever an independent colony, except that the government of its militia was vested in the governor of South Carolina; but the government of the colony, in other respects, was committed to the trustees for twenty-one years, after which term it vested in the crown. Liberty of conscience, and freedom of worship, was allowed to all its inhabitants, papists alone excepted. Not more than five hundred acres of land were allowed to be possessed by one person; and no trustee was suffered to hold lands or office in Georgia.

General Oglethorpe, a man who had distinguished himself in the house of commons by his taste for great designs, by his zeal for his country, and his passion for glory, was fixed upon to direct these public finances, and to carry into execution so excellent a project. Desirous of maintaining the reputation he had acquired, he chose to conduct himself the first colonists that were sent to Georgia; where he arrived in January 1733, and fixed his people on a spot ten miles distant from the sea, in an agreeable and fertile plain on the banks of the Savannah. This rising settlement was called Savannah, from the name of the river;

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river; and inconsiderable as it was in its infant state, was, however, to become the capital of a flourishing colony. It consisted at first of no more than one hundred persons, but before the end of the year the number was increased to six hundred and eighteen, of whom one hundred and twenty-seven had emigrated at their own expence. Three hundred men, and one hundred and thirteen women, one hundred and two lads, and eighty three girls, formed the beginning of this new population, and the hopes of a numerous posterity. At the southern extremity of the province, the town of Frederica was afterwards built; Fort Augusta was erected for the protection of the Indian trade, situated 240 miles west from the sea, up the river Savannah. For the production of silk, for which the climate was deemed peculiarly favourable, a common nursery garden was laid out, and planted with white mulberry trees. Foreign vine-dressers were procured for improving the native vines, which there abound, and, encircling the tallest trees, bear small grapes. Several sorts of vines were likewise sent from Europe, as also some Piedmontese, skilled in the winding of silk, and tending the silk-worms.

This settlement was increased in 1735 by the arrival of some Scotch highlanders. Their national courage induced them to accept an establishment offered them upon the borders of the Alatamaha, to defend the colony, if necessary, against the attacks of the neighbouring Spaniards. Here they built the towns of Darien and Frederica before named, and several of their countrymen came over to settle among them.

In the same year, a great number of protestants, driven out of Saltzburg by a fanatical priest, embarked for Georgia to enjoy peace and liberty of conscience. At first they settled on a spot just above that of the infant colony; but they afterwards chose to be at a greater distance, and so go as far down as the mouth of

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of the Savannah, where they built a town called Ebenezer.

Some Switzers followed the example of theſe wiſe Saltzburghers, though they had not, like them, been perſecuted. They alſo ſettled on the banks of the Savannah; but at the diſtance of four and thirty miles from the Germans. Their colony, conſiſting of a hundred habitations, was named Puryſburgh, from Pury their founder, who having been at the expence of their ſettlement, was deſervedly choſen their chief, in teſtimony of their gratitude to him.

The nation expected from a concurrence of ſo many favourable circumſtances, that the infant colony of Georgia would ſoon flouriſh, and become reſpectable; but two cauſes concurred to diſappoint thoſe expectations, each of which ſprang from thoſe principles of philanthropy which influenced the legiſlative truſtees. As great inconveniencies had been found to ariſe in other colonies from large poſſeſſions, it was thought proper in Georgia to allow each family only fifty acres of land; which they were not permitted to mortgage. or even to diſpoſe of by will to their female iſſue, This laſt regulation of making only the male iſſue capable of inheritance, was ſoon aboliſhed; but there ſtill remained too many obſtacles to excite a ſpirit of emulation. It ſeldom happens, that a man reſolves to leave his country but upon the proſpect of ſome great advantage that works ſtrongly upon his imagination. All limits, therefore, preſcribed to his induſtry, are ſo many checks which prevent him from engaging in any project. The boundaries aſſigned to every plantation muſt neceſſarily have produced this bad effect.

The proſperity of this colony was yet farther retarded by the excluſion of Negro ſlaves, which may be called an ill-judged, though well-meant Utopian ſcheme. As Carolina and ſome other colonies had been

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been eſtabliſhed without their aſſiſtance, it was thought that a country deſtined to be the bulwark of thoſe American poſſeſſions ought not to be peopled by a ſet of ſlaves, who could not be in the leaſt intereſted in the defence of their oppreſſors. But it was not at the ſame time foreſeen, that coloniſts, who were leſs favoured by the Mother Country than their neighbours, who were ſituated in a country leſs ſuſceptible of tillage, and in a hotter climate, would want ſtrength and ſpirit to undertake a cultivation that required greater encouragement.

The indolence which ſo many obſtacles gave riſe to, found a farther excuſe, in another prohibition that had been impoſed. The diſturbances produced by the uſe of ſpirituous liquors over all the continent of North America, induced the founders of Georgia to forbid the importation of rum. This prohibition, though well intended, deprived the coloniſts of the only liquor that could correct the bad qualities of the waters of the country, which were generally unwholeſome; and of the only means they had to reſtore the waſte of ſtrength and ſpirits that muſt be the conſequence of inceſſant labour. Beſides this, it prevented their commerce with the Antilles, as they could not go thither to barter their wood, corn and cattle that ought to have been their moſt valuable commodities, in return for the rum of thoſe iſlands.

The Mother Country, at length, perceived how much theſe defects in the political regulations and inſtitutions had prevented the increaſe of the colony, and freed them from the reſtraints they had before been clogged with. The government in Georgia was ſettled upon the ſame plan as that which had rendered Carolina ſo flouriſhing; and inſtead of being dependent on a few individuals, became one of the national poſſeſſions.

While this beneficial project of colonization was

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carrying on at home, the Deal-Caſtle man of war, captain Aubin, took a Spaniſh merchantman near Campeachy by way of repriſals, and carried her into South Carolina. On the other hand, in October, a Sallee cruizer of eighteen guns, and one hundred and forty men, took and carried into that port, an Engliſh ſhip of one hundred and eighty tons and ten guns, called the Eagle, John Chilly commander, richly laden with cloth, fine linen and ſpices, having on board ſixty-ſix Portugueſe paſſengers, beſides fourteen Engliſh. Upon intelligence of this capture, the Engliſh conſul at Tetuan ſet out immediately for Mequinez, to ſolicit her releaſe; but with ſo little ſucceſs, that a Jewiſh rabbi well ſkilled in the language, whom he took with him as his interpreter, labouring hard with the emperor to obtain it, was ordered to be burnt alive, and the conſul obliged to return without receiving any ſatisfaction.

The tranſactions of this year concluded with a convoy under lord Torrington, which brought his majeſty back to his Britiſh dominions, on the twenty-ſixth of September.

In the month of January 1733, died the right honourable George Byng, lord viſcount Torrington, admiral and commander in chief of his majeſty's fleet, and firſt lord commiſſioner of the admiralty, upon which the right honourable Sir Charles Wager, was appointed firſt lord commiſſioner in his room, and made one of his majeſty's moſt honourable privy council: and not long after Sir John Jennings was made rear-admiral of Great-Britain.

The male treatment of the conſul at Sallee, and detention of the ſhip abovementioned, produced an order for three Engliſh frigates, of twenty guns each, to ſail to Barbary and demand her releaſement and farther ſatisfaction; but it was a conſiderable time before a ſtop could be put to their piracies, as will appear

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appear in the ſequel. In nine days after their weighing from Portſmouth, they arrived at Tetuan, viz. on the twelfth of March, when the baſhaw ſent a meſſenger to Mequinez, to endeavour the procuring ſatisfaction; but the great obſtacle was the number of Portugueſe found on board, who being made ſlaves, the emperor would by no means hear of releaſing them. Upon this, theſe frigates took their ſtation off that port, and with ſome Dutch men of war blocked it up, ſo that none of their rovers dared venture out to ſea. But notwithſtanding this precaution, a row boat from Tetuan, found means to get out of the harbour and take the John of London, William Matthews maſter, loaded with pipe-ſtaves, &c. from Amſterdam for Malaga. Beſides this, they took ten other veſſels during this and the following year, which they carried into their ports, and made the unfortunate companies of them ſlaves in Barbary.

It will be proper here to ſpeak of the bravery of captain David Fullerton, commander of an Engliſh merchantman, who in his paſſage from the ſtreights, being met by a Sallee rover was obliged to bring to. The Sallee man ſent his boat on board with twenty men, in order to ſeize the prize. But captain Fullerton obſerving the number, bravely reſolved, with his fourteen men, to attack and make himſelf maſter of them, as ſoon as they came on board. This they executed with undaunted courage, and the Moors judging by their reſolution that they had a greater number of hands on board, threw down their arms and ſurrendered. Upon this, captain Fullerton crowded all his ſail, got clear of the rover, and brought his priſoners to Middleburg in Zealand.

On the 14th day of January 1734, the new parliament met at Weſtminſter, when Mr. Onſlow was re-elected ſpeaker. The king in his ſpeech at the opening of the ſeſſion, informed his parliament that

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he had concerted with the States-general of the United Provinces, ſuch meaſures as were thought moſt adviſeable for their common ſafety, and for reſtoring the peace of Europe. [Theſe commotions had been excited by the death of the king of Poland, and two candidates offering themſelves as ſucceſſors to that crown.] That they had conſidered on one ſide, the preſſing applications made by the Imperial court both in England and Holland, for obtaining ſuccours againſt the powers at war with the houſe of Auſtria; and on the other ſide, the repeated profeſſions made by the allies, of their ſincere diſpoſition, to put an end to the preſent troubles upon honourable and ſolid terms: that he and the States-general had concurred in a reſolution to employ their joint and earneſt inſtances to bring matters to a ſpeedy and happy accommodation: that their good offices were at length accepted; and in a ſhort time a plan would be offered to the conſideration of all parties engaged in the war, as a baſis for a general negotiation for peace. He told them he had exerciſed the power veſted in him by the laſt parliament, with great moderation; and had concluded a treaty with the crown of Denmark, of great importance in the preſent conjuncture. He obſerved, that whilſt many of the principal powers of Europe were actually engaged in a war, Great Britain muſt be more or leſs affected with the conſequences; and as the beſt concerted meaſures are liable to uncertainty, the nation ought to be prepared againſt all events. He therefore expreſſed his hope, that his good ſubjects would not repine at the neceſſary means of procuring the bleſſings of peace and univerſal tranquillity, or of putting him in a condition to act that part, which it might be neceſſary and incumbent upon him to take.

Upon this, the houſe voted, that the land forces ſhould be augmented to twenty-five thouſand ſeven hundred

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hundred and forty-four effective men, and twenty thouſand men ſhould be employed in the ſea-ſervice: but this augmentation of the national force, was not made without a warm conteſt on the ſide of oppoſition. Men of the moſt ſhining abilities, attacked in the moſt maſterly manner the meaſures of the miniſter, who, ſtrengthened by the power of the crown, braved the fury of the attack. In this parliament, that unparalleled ſtateſman Mr. William Pitt, firſt ſhone forth in the political horizon; he was elected member for Old Sarum, and brought into parliament by the ducheſs dowager of Marlborough, being then about twenty-ſeven years of age. The affairs of Europe at this time were in great confuſion. Auguſtus, king of Poland and elector of Saxony, dying, this event had been productive of a war. The elector of Saxony, ſon to the late king, and Staniſlaus, whoſe daughter was married to the French monarch, declared themſelves candidates for the throne of Poland. The emperor, the czarina, and the king of Pruſſia, eſpouſed the intereſt of the Saxon; the king of France ſupported the pretenſions of his father-in-law. Though the Pruſſians entered Poland with an army of fifty thouſand men, Staniſlaus, who had come privately into Poland, was elected king by the intrigues of the primate, but was ſoon obliged to fly the kingdom; and Auguſtus being choſen and proclaimed king, his Saxon troops entered the kingdom.

Thus the houſe of Auſtria, which had not been able to preſerve Spain and the Weſt-Indies, and which could not even ſettle a trading company at Oſtend, had yet ſufficient influence to deprive the father-in-law of Louis XV. of a crown.

Mean while the French king concluded a treaty with Spain and Sardinia; by which theſe powers agreed to declare war againſt the emperor. The French army, commanded by the duke of Berwick, paſſed

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paſſed the Rhine, and beſieged and took fort Kehl. The king of Sardinia being joined by a body of French forces, commanded by marſhal de Villars in Italy, took Tortona, Novara, Pavia, Milan, and ſome other places, before the concluſion of the year 1733.

England and Holland, which had been ſo long accuſtomed to join Auſtria againſt France, abandoned her at this juncture. This was the effect of that reputation for equity and moderation, which the French court had lately acquired. The notion of her being pacifically inclined, and void of all ambition, kept her natural enemies quiet even when ſhe declared war; and nothing can redound more to the honour of the miniſtry, than their having perſuaded ſuch powers, that France might carry on a war againſt the emperor, without giving any alarm to the liberty of Europe: all theſe powers accordingly beheld the rapid ſucceſs of the French arms, eaſy and undiſturbed. A French army had gotten poſſeſſion of the country upon the Rhine; and another party of their troops, in conjunction with thoſe of Spain and Savoy, had rendered themſelves maſters of Italy. Marſhal Villars finiſhed his glorious career, in the eighty-ſecond year of his age, after having taken Milan. Marſhal de Cogni, his ſucceſſor, gained two battles; whilſt the duke de Montemar, the Spaniſh general, obtained a victory in the kingdom of Naples, at Bitonto, from whence he was ſurnamed; this being an honour which the Spaniards often beſtow, in imitation of the ancient Romans. Don Carlos, who had been acknowledged hereditary ſucceſſor of Tuſcany, was now declared king of Naples and Sicily. Thus the emperor Charles VI. loſt almoſt all Italy, for having given a king to Poland: and, in two campaigns, a ſon of the Spaniſh monarch got both the Sicilies, ſo often taken and retaken formerly, and upon

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upon which, for two ages, the houſe of Auſtria had continually fixed her attention *.

Although Great Britain took no active part in theſe diſputes on the continent, yet it was thought proper to make great additions to the naval ſtrength of the kingdom: accordingly, early in the year 1734, eighty-ſix men of war from one hundred guns down to twenty were put into commiſſion.

On the 15th of May his majeſty put an end to the ſeſſion, and two days after, ſet out for his German dominions, after having appointed the queen regent.

The good underſtanding between the courts of Madrid and Liſbon, had a little before been deſtroyed by a ſingular incident. The domeſtics of the Portugueſe ambaſſador at Madrid having reſcued a criminal from the officers of juſtice, all thoſe concerned were, by the order of the king of Spain, dragged from the ambaſſador's houſe to priſon, with circumſtances of rigour and diſgrace. His Portugueſe majeſty reſenting this affront, ordered repriſals to be made upon the ſervants of the Spaniſh ambaſſador at Liſbon. The two miniſters abruptly withdrew to their reſpective courts, and the two monarchs expreſſed their mutual reſentments. The king of Spain aſſembled a body of troops on the frontiers of Portugal; and his Portugueſe majeſty applied for aſſiſtance to the king of Great Britain. An envoy extraordinary was diſpatched to London, and ſucceeded in his commiſſion: for, ſoon after the king's departure, Sir John Norris ſailed from Spithead with a powerful fleet, in order to protect the Portugueſe againſt the Spaniards, and on the 9th of June arrived at Liſbon, where he was welcomed as a deliverer. Mr. Keene, the Britiſh envoy at the court of Spain, informed his Catholic majeſty, that this fleet was ſent to guard

* Voltaire.

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the coaſt of Portugal from inſults, and ſecure the Braſil fleet, in which the merchants of Great Britain were deeply intereſted. It is probable, that this ſtep prevented a rupture between the two crowns, and diſpoſed the king of Spain to liſten to terms of accommodation.

Whilſt a general tranquillity affords no event worthy of relating, our readers will we doubt not be pleaſed to ſee the following ſtate of our iſland plantations in the Weſt-Indies, as reported by the lords commiſſioners of trade to the houſe of peers, purſuant to an order of that houſe, as it exhibits an exact and curious ſtate of the trade, people, and ſtrength of each iſland.

"Jamaica ſays the report, although it has nineteen pariſhes, contains only ſeven thouſand ſix hundred and forty-four white people; of whom are compoſed three thouſand militia, horſe and foot, which are diſperſed all over the inhabited part of the iſland; on which are erected ſix forts, and eight independent companies of the king's forces, each conſiſting of one hundred men, are ſtationed there. The diminution of the white people in Jamaica, was attributed to the great decay of their private or illicit trade to the Spaniſh main; that trade having formerly drawn together many adventurers.

"Our exports to Jamaica at a medium of four years from Chriſtmas 1728 to Chriſtmas 1732, was to the value of one hundred and forty-ſeven thouſand ſix hundred and ſeventy-five pounds two ſhillings and three-pence farthing, and our imports were five hundred and thirty-nine thouſand four hundred and ninety-nine pounds eighteen ſhillings and three-pence half-penny. Annual exceſs of our imports from Jamaica, is three hundred and ninety-one thouſand eight hundred and twenty-four pounds fifteen ſhillings and eleven pence.

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"Barbadoes had eighteen thouſand two hundred and ninety-five white people; its militia conſiſted of one troop and two regiments of horſe, and of ſeven regiments of foot, in all four thouſand eight hundred and twelve men. In that iſland are no fewer than twenty-one forts and twenty-ſix batteries, mounted with four hundred and ſixty-three cannon.

"All our ſugar iſlands together are thought annually to produce eighty-five thouſand hogſheads of ſugar, each hogſhead containing twelve hundred weight, in all one million two hundred thouſand hundred weight. Of which, Great Britain was thought to conſume annually ſeventy thouſand hogſheads, or ninety-four millions and eighty thouſand pounds of ſugar, which for ten millions of people, if ſo many may be reckoned, comes to nine pounds and a half of ſugar to each perſon; or if but eight millions of people, as is the more general calculatory, then about eleven pounds and a half of ſugar to each perſon, excluſive of Ireland."

"It is computed that three hundred ſail of ſhips go annually from Great Britain to the ſugar colonies, beſides thoſe which go thither from our continent colonies; and that about four thouſand five hundred ſeamen are employed in navigating them: and that there is annually exported thither to the value of two hundred and forty thouſand pounds in Britiſh manufactures.

"In all the Britiſh Leeward iſlands, viz. St. Chriſtophers, Antigua, Nevis, and Montſerrat; with their dependencies, Barbuda, Anguilla, Spaniſh-Town, Tortola, and the reſt of the Virgin iſles; there are ten thouſand two hundred and ſixty-two white people; and their militia conſiſts of three thouſand two hundred and eighty-four men. But by an account of thoſe iſlands in the year 1736, their military was as follows, viz.

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In Antigua — 1500 men, 2 forts and 7 batteries.
In St. Chriſtophers 1340 men, 3 forts and 6 batteries.
In Montſerrat — 360 men, 1 fort and 1 battery.
In Nevis — — 300 men, 1 fort and 1 battery.

In all — 3500 men.
In Anguilla — 80 men.
In Spaniſh-Town 72 men.
In Tortola — 120 men.

3772 militia in all the Leeward Iſlands.

"The Bahama Iſlands, are the next in thoſe ſeas of importance to Great Britain; and there Providence is the only iſland as yet of any conſideration to us, or that is peopled in any degree. Here they have five hundred white people, out of which they have formed ſix companies of militia, beſides one independent company in the king's pay. On this iſland there are two forts ſince better rebuilt.

"In the Bermudas, there were a few years ſince five thouſand white people, of which there are a thouſand white men beſides officers for their militia. They have one fort and ſix batteries."

In the year 1736, an account was laid before the houſe of commons, of the ſeveral ſorts and quantities of corn, which had been exported from England, between Chriſtmas 1734 and Chriſtmas 1735, with the total of the bounty paid thereon, viz.

Barley	Malt	Oat-meal	Rye	Wheat
Quarters	Quarters	Quarters	Quarters	Quarters
57,520	219,781	1,920	1,329	153,343
Bounty	Bounty	Bounty	Bounty	Bounty
71,90l.	26,434l.	240l.	232l.	38,335l.

Total number of quarters of the ſeveral kinds of corn was 433,893 quarters.
Total bounty paid 72,431l.

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A treaty of navigation and commerce now took place between Great Britain and Ruſſia, which was to continue in force for fifteen years; by which every immunity was reciprocally granted to the ſubjects of both nations in their reſpective ports, as was allowed to thoſe of any other kingdom or ſtate whatever. Britiſh ſubjects were permitted to tranſport goods from Ruſſia into Perſia, on paying three per cent. duty thereon; and to bring back merchandize from thence, and lade it in the ports of Ruſſia for England, on payment of the like duty, without being obliged to open their bales, unleſs a ſuſpicion ariſes of the value of ſuch commodities being unfairly rated *.

The French of Miſſiſſippi colony began already to ſhew the natural diſpoſition of their nation to encroachments, by making war jointly with their own Indians, on a nation of Indians called Chickaſaws, dependent on Carolina. It now became apparent that their views were to hem in all our ſettlements on the eaſt coaſts of North America, by forts from ſouth to north, and thereby exclude the Engliſh from any commerce with the tribes of Indians that occupy thoſe immenſe wilds: but theſe proceedings were deemed too trivial to draw the attention of government to that quarter of the Britiſh empire.

On the 17th of April 1730, his royal highneſs, Frederick prince of Wales, was married to her ſerene highneſs Auguſta, princeſs of Saxe Gotha, who arrived from Germany two days before. This event was followed by extraordinary rejoicings, and congratulations from both houſes of parliament, the city of London, and the two univerſities. But in the next year, there unhappily aroſe a breach between them and the king. The princeſs had advanced to

* Anderſon on Commerce, Vol. II. p. 354.

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the laſt month of her pregnancy before the king and queen were informed of her being with child. She was twice conveyed from Hampton-court to St. James's palace when her labour pains were approaching, and was at length delivered of a princeſs * in about two hours after her arrival. The king being informed of this event, ſent the earl of Eſſex to the prince to expreſs his diſpleaſure at his royal highneſs's conduct, which he conſidered as an indignity offered to himſelf and the queen; to inform him, that his whole conduct had for ſome time been ſo void of duty, that he had reaſon to be highly offended with him; and till he withdrew his regard and confidence from thoſe by whoſe advice he had acted in this undutiful manner he ſhould not reſide in the palace: it was therefore his majeſty's pleaſure, that he and his family ſhould leave St. James's, when it could be done without prejudice or inconvenience to the princeſs. In obedience to this order, the prince retired to Kew; and his majeſty ordered, that none of the prince's attendants ſhould be admitted at court. Some time before, a motion had been made in the houſe of commons for encreaſing the ſettlement of the prince, which was only fifty thouſand pounds, to one hundred thouſand pounds, beſides the revenue ariſing from the principality of Wales. It was repreſented, that the late king had allowed that ſum to his preſent majeſty when prince of Wales; and that ſuch a ſettlement was conformable to the practice of former times, and neceſſary to the independency of the heir apparent to the crown. This motion met with a vigorous oppoſition from Sir Robert Walpole, who urged the largeneſs of his preſent majeſty's family, when prince of Wales; and repreſented the motion as an encroachment on the prerogative, and an offi-

* The princeſs was named Auguſta.

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cious intermeddling in the king's family affairs. The ſupporters of the motion obſerved, in return, that the allowance of only fifty thouſand pounds was not ſufficient to defray the prince's annual expences, which, by his majeſty's own regulation, amounted to ſixty-three thouſand pounds. The motion was, however, rejected by the majority; though in the ſame ſeſſion an act paſſed for ſettling a dowry of fifty thouſand pounds a year on the princeſs of Wales.

One of the moſt important ſubjects of debate which engaged the attention of the houſe of commons, after it was convened on the firſt day of February 1737, aroſe from a motion made by Sir Robert Walpole, for granting one million to his majeſty, towards redeeming a like ſum of the increaſed capital of the South-Sea Company, commonly called South-Sea annuities; when the houſe having reſolved itſelf into a committee, to conſider of the national debt, Sir John Barnard made a motion, for enabling his majeſty to raiſe money either by the ſale of annuities, or by borrowing at an intereſt not exceeding three per cent. to be applied towards redeeming the South-Sea annuities; and that ſuch of the ſaid annuitants as ſhould be inclined to ſubſcribe their reſpective annuities, ſhould be preferred to all others. He ſaid that even thoſe public ſecurities which bore an intereſt only of three per cent. were ſold at a premium in 'Change Alley: he was therefore perſuaded, that all thoſe who were willing to give a premium for a three per cent. ſecurity, would gladly lend their money to the government at the ſame intereſt, ſhould books of ſubſcription be opened for that purpoſe, with an aſſurance that no part of the principal ſhould be paid off during fourteen years. He expatiated on the national advantages that would accrue from a reduction of intereſt. From the moſt accurate calculations he inferred, that in a very little time, the intereſt upon all the South-Sea annuities would

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would be reduced from four to three per cent. without any damage to public credit, or breach of public faith: that then the produce of the ſinking fund would amount to fourteen hundred thouſand pounds a year, to be applied only towards redeeming the capital of the ſeveral trading companies: this meaſure would bring every one of them ſo much within the power of parliament, that they would be glad to accept of three per cent. intereſt on any reaſonable terms; in which caſe the ſinking fund would riſe to one million ſix hundred thouſand pounds a year; in which ſtate the parliament might venture to annihilate one half of it, by freeing the people from the taxes upon coals, candles, ſoap, leather, and ſuch other impoſts as lay heavy upon the poor labourers and manufacturers: the remaining part of this ſinking fund might be applied towards the diſcharge of thoſe annuities and public debts which bore an intereſt of three per cent. only; and afterwards towards diminiſhing the capitals of ſeveral trading companies till the term of fourteen years ſhould be expired; then the ſinking fund would again amount to above a million yearly, which would be ſufficient for paying them off, and freeing the nation entirely from all its incumbrances. This ſalutary ſcheme was violently oppoſed by alderman Heathcote, and other partiſans of the miniſtry; yet all their objections were refuted: and in order to defeat the project, they were obliged to have recourſe to artifice. Mr. Winnington moved, that all the public creditors, as well as the South Sea annuitants, ſhould be comprehended. Sir John Barnard in reply, obſerved, that it might be eaſy for government to borrow money at three per cent. ſufficient to pay off ſuch of the proprietors of twenty-four millions as were not willing to accept of that intereſt, but extremely difficult to borrow enough to ſatisfy the proprietors of four and forty millions, who might chooſe to have their principal rather than ſuch an intereſt.

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tereſt. This important debate produced ſeveral reſolutions, and a bill was prepared. It produced many other debates, and was poſtponed by dint of miniſterial influence *.

On the 20th of November, 1737, at ſeven in the evening, died of a mortification in her bowels, Wilhelmina Carolina, queen conſort of Great Britain, in the fifty-fifth year of her age, to the inexpreſſible grief of his majeſty, the royal family, and the whole nation. She was regretted as a princeſs endowed with uncommon abilities, and poſſeſſed of many great and amiable qualifications, and as a pattern of conjugal virtue. Her remains were interred with great ſolemnity, on the 17th of December, in a new vault, in Henry the Seventh's chapel, in Weſtminſter abbey.

A little before this event took place, the Jamaica merchants petitioned the king to be protected againſt the great and violent interruptions and ſeizures committed by Spaniſh guard-ſhips, called guarda coſtas, in the American ſeas; who, under pretence of guarding their own coaſts, ſtopped and ſearched all Britiſh ſhips that came in their way. Many of theſe they forcibly ſeized, inhumanly treated the commanders and ſeamen, and condemned the ſhips and cargoes as lawful prizes, in manifeſt violation of ſolemn treaties between Great Britain and Spain. They therefore humbly prayed his majeſty to procure to his ſubjects ſatisfaction for their loſſes; and that no Britiſh veſſel be detained or ſearched on the high ſeas by any nation, under any pretence whatever; and thereby, that the trade to America might be rendered ſafe for the future. His majeſty promiſed the merchants to interpoſe, in order to procure a redreſs of their grievances, upon their making good their allegations to the privy-council, which they afterwards did.

* Smollet's Hiſtory of England, Vol. X. p. 462.

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In this diſpute with Spain, each ſide was, in ſome meaſure, in the wrong. The Spaniards being extremely attentive to exclude all other Europeans from a participation of their trade in the gulph of Mexico, their guarda coſtas frequently exceeded their powers, by ſearching and plundering Britiſh ſhips when ſailing on the American ſeas, ſo far diſtant from the Spaniſh ſhore as to give no juſt ground of ſuſpicion that a clandeſtine trade was carrying on. On the other hand, notwithſtanding the treaty entered into between England and Spain in 1670, had ever ſince continued in full force, whereby Engliſh ſhips were not ſuffered to reſort or trade to the coaſts of New Spain, and its adjoining Spaniſh provinces, yet veſſels from Jamaica, and other colonies, allured by the gain ariſing from ſuch traffic, would frequently brave the dangers to which it was expoſed. And after all, the right of the Engliſh to cut logwood in the bay of Campeachy was never given up. It ſhould ſeem that the two courts thought it too delicate a point to be diſcuſſed; and, therefore, in all their negotiations rather choſe to leave the matter doubtful than to bring it to a full and final deciſion.

On the 24th of January, 1738, his majeſty opened the ſeſſion of parliament with a ſhort ſpeech, and each houſe preſented an addreſs of condolence on the queen's death. After warm debates on a ſtanding army, in which thoſe who oppoſed the miniſtry endeavoured in vain to have the forces reduced, a petition was preſented in relation to the depredations of the Spaniards in America. The Spaniards, ever ſince the treaty of Seville, had diſputed the right of the Engliſh to cut logwood in the bay of Campeachy, and to gather ſalt in the iſland of Tortuga, on the coaſt of Terra Firma; though that right was acknowledged by implication, in all the treaties which had been lately concluded between the two nations.

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The captains of the Spaniſh guarda coſtas had ſeized and detained a great number of Britiſh veſſels, impriſoned their crews, and confiſcated their cargoes, in violation of treaties, and in defiance of common juſtice and humanity. Walpole was very averſe to a war, from his knowing that France and Spain were now cloſely united by politics, as well as by conſanguinity; and he made no doubt that in caſe of a rupture, they would join their forces againſt Great-Britain. This miniſter, whoſe talents conſiſted in managing a houſe of commons, and who was a perfect maſter of all the arts of financiering, was ſenſible of the difficulties in which a war would involve him. In ſhort all his meaſures were directed to the preſervation of his power, to which the honour and dignity of the nation were ſacrificed. The fears he diſcovered only ſerved to increaſe the enemies inſolence and pride. However, the complaints of the merchants were loud enough to reach the houſe of commons: their letters and memorials were produced, and their grievances enforced at the bar by council. Here they expatiated on the violences to which they had been expoſed, and implored relief from parliament. Among theſe was the caſe of captain Jenkins, the maſter of a Scotch merchant ſhip, who was boarded by a Spaniſh guarda coſta, and treated in the moſt barbarous manner, as has been already related. Theſe papers being referred to a committee of the whole houſe, this innocent ſufferer was examined, and being aſked by a member, what he thought when he found himſelf in the hands of ſuch barbarians? he bravely anſwered, "I recommended my ſoul to God, and my cauſe to my country." The behaviour of this honeſt ſeamen, the ſight of his ear, which was produced, with his account of the indignities offered to the nation and ſovereign of Great Britain, filled the houſe with indignation. Mr. Pulteney expatiated

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upon the wanton cruelty and injuſtice of the Spaniards; demonſtrated from treaties the right of the Britiſh traders to the logwood of Campeachy, and the ſalt of Tortuga; exclaimed againſt the puſillanimity of the miniſter, and moved for ſuch reſolutions as would evince the reſentment of an injured nation, and the vigour of a Britiſh parliament.

Theſe reſolutions were warmly combated by Sir Robert Walpole, who affirmed, that they would fruſtrate the miniſter's negociations, intrench upon the king's prerogative, and precipitate the nation into an unneceſſary and expenſive war. In the mean time the houſe of lords preſented an humble addreſs to his majeſty, with their reſolutions, with reſpect to the undoubted rights of the nation to a free navigation in America, and againſt the depredations and cruelties of the Spaniards; and concluded with promiſing his majeſty, that in caſe his powerful inſtances for procuring reparation, ſatisfaction, and future ſecurity to his injured ſubjects, ſhould fail of their due effect on the court of Spain, they would zealouſly and chearfully concur in all ſuch meaſures as ſhould become neceſſary for the ſupport of his majeſty's honour, and the preſervation of the navigation and commerce of the kingdom. His majeſty, in his anſwer, expreſſed his ſenſibility of the injuries ſuſtained by his trading ſubjects in America, and aſſured them of his care to procure ſatisfaction and reparation for their loſſes, and ſecurity for their future navigation. The addreſs of the houſe of commons, and the king's anſwer, were much to the ſame effect. This conduct of the parliament cauſed a negotiation to be ſet on foot between the two crowns.

On the 4th of June, 1738, the princeſs of Wales was delivered of his preſent majeſty, whoſe birth was celebrated with uncommon rejoicings; addreſſes of congratulation were preſented to the king by the two univer-

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univerſities, and almoſt all the cities and towns of the kingdom. But the prince of Wales ſtill laboured under his majeſty's diſpleaſure; and no perſon who viſited the prince was admitted to the court of St. James's. His royal highneſs was diveſted of all the external marks of royalty, and lived like a private nobleman, cultivating the virtues of a private life, and the enjoyment of conjugal felicity.

In the mean time, rear-admiral Haddock ſet ſail for the Mediterranean, in order to give weight to the negociations of the Britiſh miniſter at the court of Madrid. The ſeſſion of parliament was opened on the firſt of February, 1739, when the king informed both houſes in his ſpeech, that he had concluded a convention with the king of Spain, who had obliged himſelf to make reparation to the Britiſh ſubjects for their loſſes, by certain ſtipulated payments: that plenipotentiaries were appointed for regulating the grievances and abuſes which had hitherto interrupted the commerce of Great Britain in the American ſeas; and for ſettling all matters in diſpute, in ſuch a manner, as for the future to prevent and remove all new cauſes of complaint. The convention was ſoon after publiſhed, in which it was agreed, that within ſix weeks after the day on which the ratifications were exchanged, two miniſters plenipotentiaries ſhould meet at Madrid, finally to regulate the pretenſions of the two crowns, with reſpect to the trade and navigation in America, and to the limits of Florida and Carolina: that his Catholic majeſty ſhould pay to the king of Great Britain, the ſum of ninety-five thouſand pounds ſterling, for a balance due to the crown and ſubjects of Great Britain, after deducting the demands of the crown and ſubjects of Spain; and that his Catholic majeſty ſhould cauſe that ſum to be paid at London, within four months after the ratifications were exchanged. This was the ſubſtance

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of the convention, which alarmed the merchants and traders of Great Britain, filled the people with indignation, and raiſed a general outcry againſt the miniſter.

The eyes of the whole kingdom were now turned upon the houſe of commons. The two contending parties ſummoned their whole ſtrength for the approaching diſpute; and on the day appointed for conſidering the convention, four hundred members had taken their ſeats by eight in the morning. Several days were employed in reading papers, and obtaining information: at length Horatio Walpole having launched out in praiſe of the convention, moved for an addreſs of approbation to his majeſty. Now all the officers and adherents of the prince of Wales joined in the oppoſition; and he himſelf ſat in the gallery to hear the debates. Sir Thomas Sanderſon, treaſurer to his royal highneſs, obſerved, that the Spaniards, by this convention, inſtead of giving us reparation, had obliged us to give them a general releaſe. They had not even allowed the word ſatisfaction to be ſo much as mentioned in the treaty. Even the Spaniſh pirate, who had cut off the ear of captain Jenkins, and uſed the moſt inſulting expreſſion towards the perſon of the king; an expreſſion which no man who had a regard for his ſovereign could ever forgive; even this fellow was ſuffered to enjoy the fruits of his rapine, and remained a living teſtimony of the cowardly tameneſs and mean ſubmiſſion of Great Britain, and of the triumphant haughtineſs and ſtubborn pride of Spain. Mr. Pitt alſo declaimed, with great energy, againſt the convention, as inſecure, unſatisfactory, and diſhonourable to Great Britain.

The miniſters, in vindication of the convention, aſſerted, that the ſatisfaction granted by Spain, was adequate to the injury received: that it was only the preli-

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preliminary of a treaty that would remove all cauſes of complaint: that war was always expenſive and detrimental to a trading nation, as well as uncertain in its events: that France and Spain would certainly join their forces, in caſe of a rupture with Great Britain; and that war would favour the cauſe and deſigns of a popiſh pretender. The houſe, upon a diviſion, agreed to the addreſs; but when a motion was made for its being recommitted, the two parties renewed the engagement with redoubled eagerneſs and impetuoſity. Sir William Wyndham and Mr. Pulteney, poured all the thunder of their eloquence againſt the inſolence of Spain, and the conceſſions of the Britiſh miniſtry. Sir Robert Walpole exerted all his fortitude and dexterity in defence of himſelf and his meaſures; and the queſtion being put, the reſolutions for the addreſs was carried by a ſmall majority. To ſuch a degree of mutual animoſity were both ſides inflamed, that the moſt eminent members of the minority left the houſe, and returned no more to it during that ſeſſion.

The diſpute on the ſame ſubject, in the houſe of lords, was maintained with equal warmth: it was learned, long, and carried on with great ſpirit; but ended alſo in the defeat of thoſe who ſtigmatized the treaty; and the houſe agreed to thank his majeſty for his gracious condeſcenſion in laying the convention before them, and acknowledged his great prudence in bringing the demands of his ſubjects for their paſt loſſes to a final adjuſtment: at the ſame time they aſſured his majeſty, that in caſe his juſt expectations ſhould not be anſwered, the houſe would heartily and zealouſly concur in all ſuch meaſures as ſhould be neceſſary to vindicate his majeſty's honour, and to preſerve to his ſubjects the full enjoyment of all thoſe rights to which they were entitled by treaty and the law of nations. At the head of thoſe who voted againſt

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againſt the addreſs, was the prince of Wales: and his example was followed by ſix dukes, twenty-two earls, four viſcounts, eighteen barons, four biſhops, and ſixteen proxies; and a ſpirited proteſt was entered and ſubſcribed by thirty-nine peers.

As Spain had engaged to pay a large ſum of money by this convention, ſome time after, when the miniſter demanded a ſupply, upon a different occaſion, lord Bathurſt moved to know, whether Spain had paid the ſums ſtipulated, as the time limited for the payment was expired. The duke of Newcaſtle, by his majeſty's permiſſion, acquainted the houſe, that it was not paid; and that Spain had aſſigned no reaſon for the delay. In ſome meaſure, therefore, to atone for his former ſlowneſs, the miniſter now began to put the nation into a condition for war. Letters of repriſals were granted againſt the Spaniards. Theſe preparations were regarded by the Spaniſh court as actual hoſtilities. The French ambaſſador at the Hague declared, that the king his maſter was obliged, by treaties, to aſſiſt the king of Spain; he diſſuaded the Dutch from eſpouſing the cauſe of England; who promiſed him an inviolable neutrality. It is curious enough to conſider the revolutions which the political ſyſtem of Europe had undergone. Not above twenty years before, France and England were combined againſt Spain; at preſent, France and Spain united againſt England. Thoſe ſtateſmen who build upon alliances as a laſting baſis of power, will ſooner or later find that they have truſted to a rope of ſand.

In the convention the differences ſubſiſting between the crown of Spain and the Engliſh South-Sea Company, had not been included; and what greatly tended to increaſe the national diſguſt at this compact was, that the king of Spain had made a declaration or proteſt, in which he inſiſted as a preliminary condition, on which alone he would ratify the convention, "that

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"that he would reſerve to himſelf in its full force the right of being able to ſuſpend the aſſiento for negroes, and of diſpatching the neceſſary orders for the execution thereof, in caſe the South-Sea Company did not ſubject herſelf to pay, within a ſhort time, the ſum of ſixty-eight thouſand pounds ſterling, which ſhe had confeſſed to be owing on the duty for negroes, according to the regulation of fifty-two pence per dollar, and on the profits of the ſhip Royal Caroline." The injuſtice of this demand on the company was ſo apparent, that ſoon after the proprietors, when aſſembled in a general court, reſolved not to pay it, until the king of Spain had accounted to them for all the ſeizures and captures of their ſhips and merchandize, and which amounts he had by former agreements engaged to refund to them. The company's effects to a vaſt amount had been ſeized on the rupture, in the year 1718: their loſſes ſuſtained on that occaſion, were computed to a million of dollars, or nearly two hundred and twenty-five thouſand pounds ſterling. Theſe the king of Spain had bound himſelf to make good by the treaty of peace, in the year 1721. Another cauſe of complaint, which the company exhibited againſt his Catholic majeſty was, his cauſing every thing in his dominions which belonged to them to be ſeized, at the time that he laid ſiege to Gibraltar in 1727; the amount of which was laid at half a million of dollars, or about one hundred and twenty-two thouſand pounds ſterling. For both theſe loſſes, no adequate return had been made, although ſuch confiſcations were the more unjuſt, becauſe expreſly contrary to the aſſiento contract, in which it is expreſly ſtipulated, that whatever differences may ariſe between the two crowns, the company ſhall always be allowed two months for the removal of their effects. The company had likewiſe demands on the king of Spain for one fourth part of all

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all their losses sustained in trade, as by the assiento contract he was to be a quarter part sharer therein.

Mean while, an English squadron in the Mediterranean took two rich Caracca ships: the king issued orders for augmenting his land forces, and raising a body of marines; and many ships were put into commission; while admiral Vernon was sent to the West-Indies, to assume the command of a squadron in those seas. This gentleman had rendered himself considerable in the house of commons, by loudly condemning all the measures of the ministry, and bluntly speaking his sentiments, without respect of persons. He was esteemed a good officer; and his boisterous manner seemed to enhance his character. Having once commanded a squadron in Jamaica, he was well acquainted with those seas; and in a debate on the insults committed by the Spaniards, affirmed that Porto-Bello, on the Spanish main, might be easily taken with only six ships. This was echoed from the mouths of all the members in the opposition; and the minister, in order to appease the clamours of the people, sent him as commander in chief to the West-Indies.

The court of Madrid issued orders for seizing all ships and effects belonging to British subjects in the dominions of Spain, and themselves to depart instantly. Hereupon Geraldino, envoy extraordinary from Spain, and Terry, his Catholic majesty's agent at London, for the assiento contract, were obliged to leave the kingdom; and war was declared in London against Spain, on the 23d day of October 1739, for maintaining the honour of the British crown and kingdom, and obtaining redress for the much injured merchants and traders, who from all parts of the kingdom made earnest petitions for relief.

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We ſhall cloſe this chapter with taking a general view of the ſtate of the trade and commerce of Great Britain, during the twelve years of which it treats.

In the Britiſh American provinces of Pennſylvania, Virginia, and Maryland, mines of iron-ſtone were about this time found, which they ſoon after learned to ſmelt down into pigs and ſows, and then to draw them out by flatting mills into bars. They have alſo found lead; and they had before found copper in New York.

By an act of parliament paſſed in the 3d year of king George II. * the people of Carolina were allowed to carry rice to thoſe parts of Spain and Portugal, which lie on the ocean, as well as up the Mediterranean, and even to Italy and the gulph of Venice, and all the Spaniſh and Portugal iſles, provided it be carried in Britiſh ſhips, navigated as by the acts of navigation, and no other commodity be ſo carried but rice only. This beneficial privilege was five years after extended to the province of Georgia. By means hereof our plantation rice has ſupplanted the rice of Verona and Egypt wherever it is carried.

In the month of Auguſt 1730, the Engliſh Levant or Turky Company, ſhipped ten thouſand pieces of broad-cloth, in four ſhips for the Levant, which proves the very beneficial commerce at that time carried on †.

In the month of October that ſame year, the following goods were imported from the Engliſh American colonies, which at that time were entirely new productions, though many of them have ſince increaſed ſo as to become of very great importance.

Two tons of iron from our iſland of St. Chriſtophers; found in that part of the iſland, which formerly was poſſeſſed by the French.

* Cap. 29. † Anderſon on Commerce, Vol. II. p. 329.

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Fifty hundred weight of hemp, raiſed in New England and Carolina.

Seventy-two bags of wool, produced in the iſlands of Jamaica, St. Chriſtopher's, &c.

Forty tons of iron—thirty hundred weight of copper-ore—one hundred and fifty-ſix quintals of bees wax—three hundred weight of hemp—three hundred weight of raw ſilk. Theſe articles raiſed and produced in the province of Virginia.

It was ſuppoſed by a judicious writer of that time, that Great Britain then gained one million ſterling by her American commerce, and that eighteen thouſand ſeamen and fiſhermen were thereby employed *.

During the year 1731, it appears by the entries at the cuſtom-houſe, that there was re-exported from the port of London alone, fifteen millions ſeven hundred and eighty-ſeven thouſand one hundred and fifty-five lb. weight averdupoize of tobacco, and of ſugar fifty-eight thouſand four hundred and forty-ſix hundred weight. The whole exports from whence, conſiſted of one hundred and five articles, or different ſpecies of merchandize; many of which were very conſiderable ones, as in the woollen manufacture alone, viz. eight hundred and ninety-four ſuits of apparel—two thouſand two hundred and ſixteen pair of blankets—three thouſand eight hundred and forty-ſeven dozen of caps—ten thouſand four hundred and thirty-ſeven dozen of caſtors and felts—cloths long and ſhort four thouſand eight hundred and twenty-two—coverlids three hundred and eighty-five—Flannel forty-eight thouſand four hundred and thirty-ſix yards—Garments one thouſand five hundred and ſeventy-ſeven—Haberdaſhery eight hundred and twenty-ſeven hundred weight—Hoſe ſeven thouſand ſeven hundred and ſeventy-three dozen—kerſies and

* The importance of the Britiſh plantations in America to this kingdom, &c. conſidered, printed in 1732.

dozens

dozens two thouſand three hundred and nineteen—perpets one thouſand nine hundred and ninety-five—plains nine thouſand ſix hundred and forty—goads—rugs ſeven hundred and thirteen—ſtuffs and bays thirty-eight thouſand nine hundred and fifteen pieces—beſides Eaſt-India goods in vaſt quantities; iron, copper, and braſs ware; lead and tin; tinned plates, linen, thread and tapes, ſail-cloth, &c.

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A STATE of the NATIONAL DEBT, provided or unprovided for by Parliament, as it ſtood December 31, 1730, and December 31, 1731. With an Account of the Produce of the Sinking Fund within that Year, and to the Payment of what Debts contracted before the 25th of December, 1716, the ſaid Fund has been applied.

EXCHEQUER.	Amount on Dec. 31, 1730. l.	s.	d.	Between Dec. 31, 1730, and Dec. 31, 1731. Increaſe / Paid off	l.	s.	d.	Amount on Dec. 31, 1731. l.	s.	d.
Annuities for long terms, being the remainder of the original Sum contributed and unſubſcribed to the South Sea Company	1837533		9	fallen in	500			1837033		9
Ditto for lives, with benefit of ſurvivorſhip, being the original ſum contributed	108100							108109		
Ditto on two or three lives, being the ſum remaining after deducing what is fallen in by deaths	139399		8¾	fallen in	5116	13	4	134282	14	8½
Ditto at 9l. per cent.	161108	6	8					161108	6	8
Ditto on lottery, 1710	109290							109290		
Ditto on the plate act, 6 Georgii I.	312000							312000		
Ditto on the Nevis and St. Chriſtopher's Debentures, at 3l. per cent.	37821	5	1½					37821	5	1½
Exchequer bills on the victuallers act, anno 1726	481800				400			481400		
Ditto made out for intereſt on old bills exchanged	2200							2200		

Exche-

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	Amount on Dec. 31, 1730.			Between Dec. 31, 1730, and Dec. 31, 1731. Increase		Amount on Dec. 31, 1731.		
	l.	*s.*	*d.*	*l.*	*l.*	*s.*	*d.*	*l.*	*s.*	*d.*
Exchequer Bills for the year 1730	510400				510400					
Annuities at 3*l.* 10*s.* per cent. per ann. for the year 1731				400000				400000		
EAST INDIA COMPANY.—By two acts of parliament 9 *William* III. and by two others 6 and 10 *Anne*	3200000							3200000		
BANK of ENGLAND.—On their original fund, at 6*l.* per cent.	1600000							1600000		
For cancelling Exchequer bills, 3 *George* I.	1500000							1500000		
Purchased of the South Sea Company	4000000							4000000		
Annuities at 4*l.* per cent. charged on the duty on coals since March 25, 1719,	1750000							1750000		
Annuities charged on the surplus of the funds for lottery, 1714	1250000							1250000		
Annuities for lottery, 1731				800000				800000		
SOUTH SEA COMPANY.—On their capital stock and annuities, per Act 9 *George* I.	32302203	6	6½		1000000			31302203	5	6½
	49301855	6	½	1200000	1516416	13	4	48985638	12	9½

Note,

Note, The land-tax and the duties *on* malt, being annual grants, are not included in this account, nor the 1,000000 *l.* charged on the civil list.

EXCHEQUER Dr.	*l.*	*s.*	*d.*	Per Contra, Cr.	*l.*	*s.*	*d.*
To Cash of the sinking fund, on Dec. 31, 1730	322212	08	10½	By money issued towards discharging the national debt between December 31, 1730, and December 31, 1731, viz.			
To the produce of the sinking fund (between Dec. 31, 1730, and Dec. 31, 1731) viz.							
On the aggregate fund	628359	14	6¾				
On the general fund	307014	6	¾				
On the South Sea Company fund	66685	14	6½	By paid the South Sea Company	1000000		
A legacy bequeathed towards paying off the public debt	527	12		By ballance on the 31st of Dec. 1731	365799	16	0¼
	1364799	16	0¼		1364799	16	0¼

In

In the year 1732, the South-Sea Company sent out their ships amounting to twenty-one in number, on the whale fishery. But notwithstanding those ships brought home twenty-four whales and a half, yet it proved a very losing voyage. During eight years in which the company had pursued this fishery, their accounts were stated as follows:

	£. s. d.
Their issues or disbursements on account of the Greenland whale fishery for eight years, amounted to	262,172 9 6
Total amount of the sale of their oil and whale-fins in the eight years; as also of all their ships, stores, and utensils — —	84,390 6 6
The net balance or loss sustained by the South-Sea Company's Greenland fishery in principal money alone	177,782 3 0
If the interest upon this sum is reckoned, the loss will amount to	237,142 6 2

The number of ships employed in the merchants service in the port of London, as appears from the general register at the custom-house, was one thousand four hundred and seventeen, from fifteen tons to seven hundred and fifty burden. These ships amounted to one hundred and seventy-eight thousand five hundred and fifty-seven tons, and were navigated by twenty-one thousand seven hundred and ninety-seven men. One hundred and thirty were from three hundred to five hundred tons; eighty-three from two hundred to three hundred; all the rest were under two hundred tons; except the great South-Sea Company's ship of seven hundred and fifty tons *.

Soon after the South-Sea Company had laid aside their whale fishery, the parliament granted a bounty

* Whitehall's Survey of London, under the year 1732.

of twenty ſhillings per ton on all ſhips fitted out at any port of Great Britain, of two hundred tons or upwards for this fiſhery, and navigated according to law *.

On the 28th day of March 1734, a general court of the South-Sea Company, upon the repeated repreſentation of Sir Thomas Geraldino, the king of Spain's agent at London, for the affairs of the aſſiento trade of that company, concerning the bad management of their factors, unanimouſly agreed to impower their court of directors, to preſent an humble addreſs to his majeſty, deſiring his royal conſent to diſpoſe of the trade and tonnage of the company's annual ſhip.

The coinage during the firſt ſeven years of king George the Second's reign, amounted in gold to forty-three thouſand nine hundred and forty lb. weight, which at forty-four pounds ten ſhillings per lb. makes in tale one million nine hundred and fifty-five thouſand three hundred and thirty pounds. The ſilver coinage was eight thouſand ſeven hundred and forty-two lb. weight, which at three pounds two ſhillings per lb. weight, makes in tale twenty-ſeven thouſand one hundred pounds and four ſhillings †.

The French had ſo much improved their Eaſt-India commerce, that they fitted out in one year fourteen ſhips for that trade, from the port of L'Orient in Bretagne.

The Britiſh parliament paſſed an act in the year 1735, by which the net rents and profits of the eſtates forfeited by the attainder of the earl of Derwentwater and Charles Ratcliffe, were applied to the completion of Greenwich hoſpital in the firſt place, and were appropriated in perpetuity for the ſupport of that royal-hoſpital, for the better maintenance of the ſeamen therein, worn out and become decrepit in

* Sixth of George II. Cap. 33. † Boyer's Political State.

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the ſervice of their country. By this act, all ſeamen in the merchant's ſervice, who ſhall happen to be maimed, not only as in a former act, in fighting againſt pirates, but alſo in fighting againſt any enemy whatſoever, ſhall be admitted into, and provided for in that hoſpital, in the ſame manner as any ſeaman maimed, wounded, or diſabled in the king's actual ſervice *.

It was aſſerted in a judicious pamphlet †, publiſhed in Ireland about this time, that the exportations from Cork during the year 1735, were as follows: one hundred and ſeven thouſand one hundred and ſixty-one barrels of beef—ſeven thouſand three hundred and ſeventy-nine barrels of pork—thirteen thouſand four hundred and ſixty-one caſks or eighty-five thouſand ſeven hundred and twenty-ſeven firkins of butter. The linen manufacture in the north of Ireland, had not then reached that perfection which they have ſince attained, not only in the province of Ulſter, where it was firſt eſtabliſhed, but over the three adjoining provinces.

It appears that on the 23d day of October 1738, one hundred and fifty-one thouſand two hundred and nineteen yards of linen, manufactured in Scotland, were brought into the port of London, and alſo three thouſand ſpindles of their linen yarn. The linen manufacture of Scotland and Ireland, every year viſibly increaſed, whereby the poor were uſefully employed, and the importation of foreign linens gradually leſſened.

* Eight George II. Cap. 24. † The Querift.

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Memoirs *of* George Byng, *Lord* Torrington, *Rear-Admiral of* Great Britain.

THIS eminent commander was the ſon of John Byng, Eſq; of Wrotham in the county of Kent, by Philadelphia, daughter of —— Johnſon, Eſq; of Loans, in Surry. His father's family can be regularly traced to the reign of Henry VII.

Mr. George Byng, the ſubject of theſe memoirs, was born in the year 1663, and when he was no more than fifteen years of age, he went a volunteer to ſea, with the king's warrant, given him at the recommendation of the duke of York *.

In 1681 he quitted the ſea-ſervice, upon the invitation of general Kirk, governor of Tangier, and ſerved as a cadet to the grenadiers of that garriſon, till on a vacancy, which ſoon after happened, the general, who always patronized him with great friendſhip, made him enſign of his own company, and ſoon after a lieutenant. In 1684, after the demolition of Tangier, the earl of Dartmouth, general of the ſea and land forces, appointed Mr. Byng lieutenant of the Orford, from which time he continued in the ſea-ſervice until his death; but for ſeveral years he held his commiſſion in the land-ſervice.

In 1685, he went lieutenant in his majeſty's ſhip the Phœnix, to the Eaſt-Indies, in which voyage he well-nigh loſt his life; for his ſhip meeting with an Aſiatic pirate, the Engliſh engaged her; and Mr. Byng at the head of a ſelect party, boarded the corſair, who all the time maintained a deſperate fight, ſo that moſt of thoſe who entered the ſhip with him were ſlain, he himſelf was alſo deſperately wounded,

* Collins's Peerage, Vol. VI. p. 306. Edit. 1768.

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Engrav'd for Hervey's Naval History. Vol. V. Book 8. Ch. 1.

Sharp, sculp.

GEORGE BYNG, LORD TORRINGTON,
Rear Admiral of Great Britain, Knight of the Bath,
and First Lord of the Admiralty.

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and the pirate ſinking. In this condition he was taken out of the ſea with ſcarce any remains of life.

In the year 1688, being firſt lieutenant to Sir John Aſhby, in the fleet commanded by the earl of Dartmouth, and fitted out to oppoſe the deſigns of the prince of Orange, he was in a particular manner entruſted and employed in the intrigues then carrying on among the moſt conſiderable officers of the fleet in favour of that prince, and was the perſon entruſted by them to carry their ſecret aſſurances of obedience to his highneſs, to whom he was privately introduced at Sherbourn, by admiral Ruſſel, afterwards earl of Orford. At his return to the fleet, the earl of Dartmouth ſent him, with captain Aylmer and captain Haſtings to carry a meſſage of ſubmiſſion to the prince at Windſor, who made him captain of the Conſtant Warwick, a fourth-rate man of war*.

In 1690 he commanded the Hope, a third-rate, and was ſecond to Sir George Rooke in the battle off Beachy.

In the years 1691 and 1692, he was captain of the Royal Oak, and ſerved under admiral Ruſſel, commander in chief of the fleet. Nor were his merits concealed from that great officer, for he diſtinguiſhed him in a very particular manner by promoting him to the rank of his firſt captain. In which ſtation he ſerved during the years 1694 and 1695, in the Mediterranean, where the deſigns of the French againſt Barcelona were prevented; and alſo the next year 1996 in the Channel, to oppoſe the intended invaſion of king James, which upon the appearance of the fleet, was laid aſide.

In 1702 a war breaking out, he accepted the command of the Naſſau, a third-rate, and was at the tak ing and burning the French fleet at Vigo.

* Collins's Peerage, Vol. VI. p. 307.

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In the year 1703, he was made rear-admiral of the red, and ſerved in the Mediterranean fleet, commanded by Sir Cloudeſley Shovel, who detached him with a ſquadron of five men of war to Algiers, where he renewed the peace with that government. In his return home he was in great danger of being loſt in the great ſtorm, 30th November 1703, which overtook him in the channel.

In 1704, he commanded on board the Ranelagh, in the grand fleet ſent into the Mediterranean, under the command of Sir Cloudeſley Shovel, in ſearch of the French fleet; and it was he who commanded the ſquadron that attacked and cannonaded Gibraltar *; and, by landing the ſeamen, whoſe valour was on this occaſion remarkably diſtinguiſhed, the place capitulated the third day. He was in the battle off Malaga, which followed ſoon after; and, for his behaviour in that action, queen Anne conferred on him the honour of knighthood.

Towards the latter end of this year, the French having two ſtrong ſquadrons in the Soundings, beſides great numbers of privateers, which greatly annoyed our trade, Sir George Byng ſailed the latter end of January from Plymouth, with a ſquadron of twelve men of war, and a large fleet of merchantmen; and after ſeeing the latter ſafely out of the Channel, he divided his ſquadron to ſuch advantage, that he took twelve of their largeſt privateers, in about two months, together with the Thetis, a French man of war of forty guns, and ſeven merchant ſhips, moſt of them richly laden from the Weſt-Indies †. This remarkable ſucceſs gave ſuch a blow to the French privateers, that they rarely ventured into the channel during the remainder of the year ‡.

* Burchet's Naval Hiſtory, p. 655. † London Gazette, April 22, 1705. The number of men taken was 2070, and of guns 334.
‡ See Vol. III. p. 155.

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In the year 1705 he was made vice-admiral of the blue, and, upon the election of a new parliament, was returned one of the burgeſſes for Plymouth; which place he conſtantly afterwards repreſented in parliament till he was created a peer; and one of his ſons for many years after was conſtantly choſen there.

During this ſummer he commanded in chief a ſquadron in the channel, and blocked up the French fleet in Breſt with a much inferior ſtrength*. In 1706 the emperor being cloſely beſieged in Barcelona by ſea and land, by the duke of Anjou, and the place reduced to great extremities, and our fleet in the Mediterranean, which was commanded by Sir John Leake, being too weak to relieve it, Sir George Byng was appointed to command a ſquadron of twenty ſhips from England to go to reinforce the fleet, and relieve the place. In this ſervice our admiral uſed ſuch diligence, and fortunately joined the commander in chief ſo ſpeedily, that he may be ſaid to have been chiefly inſtrumental in ſaving Barcelona and the Auſtrian king of Spain from falling into the hands of the Bourbon alliance. He aſſiſted at the other enterprizes during that campaign, and commanded the ſhips detached for the reduction of Carthagena and Alicant, which he accompliſhed; although at the laſt place there were above one hundred and fifty guns facing the ſea, many of which Sir George, with only five ſhips, diſmounted, and drove the enemy from them†. After this he was appointed to command a winter ſquadron of eighteen men of war, and two fire-ſhips, to guard the coaſt of Portugal, according to the treaty with that prince, and to cruiſe in the propereſt places to annoy the enemy‡.

In the beginning of the year 1707, Sir George was ordered with a ſquadron to Alicant, with neceſſaries

* Peerage of England, ubi ſup. † Burchet's Naval Hiſtory, 694, 695. ‡ Biographia Britannica, Vol. II. p. 1083.

for

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for the army in Spain, and accordingly ſailed on the 20th of March; but on his arrival off cape St. Vincent he heard the melancholy news of the defeat of our army at the battle of Almanza, under the command of the earl of Galway, who ſent to the admiral to acquaint him with the diſtreſs he was in, and deſired that whatever he had brought for the uſe of the army, might be carried to Tortoſa in Catalonia, to which place his lordſhip deſigned to retreat; and that, if poſſible, he would ſave the ſick and wounded men at Denia, Candia, and Valencia, where it was intended to embark every thing that could be got together*. This ſervice the admiral performed; and having ſent the ſick and wounded to Tortoſa, and being ſoon after joined by Sir Cloudeſley Shovel, from Liſbon, proceeded together to the coaſt of Italy, with a fleet of forty-three men of war and fifty tranſports, to ſecond prince Eugene and the duke of Savoy in the ſiege of Toulon, in which Sir George ſerved in the ſecond poſt under Sir Cloudeſley, and narrowly eſcaped ſhipwreck in his return home, when that great officer was loſt; for the Royal Anne, in which Sir George carried his flag, was within a ſhip's length of the rocks on which Sir Cloudeſley ſtruck; yet was providentially ſaved by his own and his officers preſence of mind, who in a minute's time ſet the ſhip's topſails, even when one of the rocks was under her main-chains.

In the year 1708 he was made admiral of the blue, and commanded the ſquadron fitted out to oppoſe the invaſion intended to be made in Scotland by the pretender†.

While the admiral lay in Leith road, the lord-provoſt, and magiſtrates of Edinburgh, to ſhew their grateful ſenſe of the important ſervice he had

* Burchet's Naval Hiſtory, 731. † See Vol. III. p. 245.

done

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done them, by thus drawing off the French before they had time to land their forces, and thereby preſerving not only the city of Edinburgh, but even the whole kingdom, from the fatal effects of a rebellion and invaſion, reſolved to preſent him with the freedom of their city, by ſending, in their name, Sir Patrick Johnſon, their late repreſentative in parliament, with an inſtrument called a burgeſs-ticket, incloſed in a gold box, having the arms of the city on one ſide, and theſe words engraven on the other: "The lord-provoſt, bailiffs, and town-council of Edinburgh, did preſent theſe letters of burgeoiſe to Sir George Byng, admiral of the blue, in gratitude to him for delivering this iſland from a foreign invaſion, and defeating the deſigns of the French fleet, at the mouth of the firth of Edinburgh, the 13th of March, 1708."

The nation was in general diſſatisfied at the conduct of Sir George Byng on this occaſion, becauſe it was weakly imagined, that as the admiral had once got ſight of the French fleet, he had it in his power to have taken every ſhip of them. The truth of the matter was, that the French having amuſed the Jacobites in Scotland, with a propoſal about the beſieging of Edinburgh-Caſtle, Sir George Byng was particularly inſtructed, by all means, to prevent that, by hindering the French from landing in the neighbourhood. This he effectually did, and by doing it, anſwered the end for which he was ſent. The reaſon why Sir George could not get poſſeſſion of any more of the French ſhips, appears from the account which the French general, Monſieur de Grace, wrote the king his maſter. In which he ſays, that they caſt anchor in the mouth of the Frith of Edinburgh, on the twenty-third in the afternoon, New Stile.

The next day as they were preparing to enter the Frith they diſcovered the Engliſh ſquadron, upon which

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which M. Fourbin, the French admiral, reſolved to bear off by the favour of a land-breeze, "which," ſays he, "very luckily carried us from the enemy." The Engliſh fleet gave chaſe, but being diſperſed when they had neared the French ſhips, M. Fourbin ſteered falſe during the night, which ſaved his ſquadron, for the next day they found themſelves out of reach of their purſuers. Whereupon it was propoſed, ſince they had been prevented landing in the Frith of Forth, that they ſhould try if they could reach Inverneſs, and land there, to which the pretender readily agreed, and they actually ſat ſail, and ſteered a whole day northwards, with a favourable wind, but at night there aroſe a ſtrong contrary wind, which continued all the next day with great violence; and they having no pilots to guide them, and fearing many other inconveniences, reſolved to return to Dunkirk, where they arrived on the 7th day of April, N. S *.

About the middle of the ſummer, a reſolution was taken to make a deſcent on, or at leaſt to alarm, the coaſt of France, by way of retaliation for the affront ſo lately offered us; and Sir George Byng, as admiral, and lord Durſley, as vice-admiral of the blue, were appointed to carry the ſcheme into execution. Accordingly, Sir George ſailed from Spithead on the 27th of July, with the fleet and tranſports, having the troops on board intended for a deſcent, commanded by lieutenant-general Earle, and the next day came to an anchor off Deal. The 29th they ſtood over to the coaſt of Picardy, as well to alarm as to amuſe the enemy, and, at the ſame time, to be ready for further orders. The 1ſt of Auguſt the fleet ſailed again, and anchored the next day in the bay of Boulogne, where they made a feint of landing their troops: on the 3d they ſtood in pretty

* Biographia Britannica. Art. Byng, note B.

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near the ſhore, to obſerve the condition of the enemy: on the 4th they weighed again, but came to an anchor about noon, in the bay of Eſtaples. Here a detachment of troops were landed; but the project on ſhore, which this deſcent was to have ſeconded, being laid aſide, an expreſs arrived from England, on which the troops were re-embarked.

In this manner they continued ſeveral days on the coaſt of France, creating the enemy inexpreſſible trouble; and indeed the true deſign of it was only to diſturb the naval armaments on their coaſts, and oblige the French court to march large bodies of men to protect their maritime towns, which neceſſarily occaſioned a diminution of their army in Flanders.

The ſame year Sir George had the honour of conducting the queen of Portugal to Liſbon †, where a commiſſion was ſent him, appointing him admiral of the white, and her Portugueſe majeſty preſented him with her picture ſet with diamonds, to a very great value.

In the year 1709, he was commander in chief of the fleet ſtationed in the Mediterranean, during which he attempted the relief of the city and caſtle of Alicant ‡; and at the ſame time meditated a deſign upon Cadiz. Nor was it his fault that both did not ſucceed; for he did every thing that could be expected from him, in order to render theſe important deſigns ſucceſsful.

After his return from this expedition, he was appointed one of the commiſſioners for executing the office of lord high-admiral; in which poſt he continued till ſome time before the queen's death, when, not falling in with the meaſures of theſe times, he was removed; but on the acceſſion of

* Vol. III. p. 273. † Idem, p. 274.

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king George I. he was reſtored to that employment, and in the year 1715, on the breaking out of the rebellion, appointed to command a ſquadron in the Downs; with which he kept ſuch a watchful eye on the French coaſt, ſeizing great quantities of arms and ammunition ſhipped there for the pretender's ſervice, that his majeſty, to reward his ſervices created him a baronet, preſented him with a ring of great value, and gave him other marks of his royal favour *.

In the year 1717, he was ſent with a ſquadron into the Baltick, on diſcovering that Charles XII. had formed a deſign of making a deſcent upon England; the particulars of which have been already mentioned †.

We are now to enter upon the moſt remarkable ſcene of action our admiral was ever engaged in, and which he conducted with equal honour and reputation to himſelf and the Britiſh flag. This was the famous expedition of the Britiſh fleet to Sicily in the year 1718, for the protection of the neutrality of Italy, and the defence of the emperor's poſſeſſions, againſt the invaſion of the Spaniards, who had the year before ſurprized Sardinia, and had this year landed an army in Sicily. The circumſtances of this expedition have been already related ‡, we ſhall therefore here ſpeak only to ſuch particulars as perſonally concern our admiral.

The Engliſh ſquadron arrived on the firſt of Auguſt in the bay of Naples; into which the fleet, conſiſting of twenty-one ſail, ſtanding with a gentle gale drawn up in a line of battle, moſt of them capital ſhips, and three of them carrying flags, afforded ſuch a ſpectacle as had never been ſeen in thoſe parts before. The whole city was in a tumult of joy and

* Collins's Peerage. Biographia Britannica. † Vol. III. 377.
‡ Vol. III. 387, and ſeq.

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exultation. The ſhore was crowded with multitudes of ſpectators, and ſuch an infinite number of boats came off, ſome with proviſions and refreſhments, others out of curioſity and admiration, that the bay was covered with them. The viceroy count Daun, being ill with the gout, and having ſent his compliments to the admiral, he went on ſhore, attended by the flag officers and captains in their boats, and was ſaluted, at his landing, by all the cannon round the city and caſtles; and was conducted to the court through an infinite throng of people, with the greateſt acclamations of joy, and all the honours and ceremonies uſually paid to a viceroy of that kingdom. Here the admiral entered into a conference with count Daun, from whom he learned, that the Spaniſh army conſiſting of thirty thouſand men, commanded by the marquis de Lede, had landed the 2d of July in Sicily, and had ſoon made themſelves maſters of the city and caſtles of Palermo, and of great part of the iſland; that they had taken the town of Meſſina, and were then carrying on the ſiege of the citadel, &c.

After the action off Cape Paſſano*, Sir George Byng, as ſoon as his whole fleet was re-aſſembled, diſpatched his eldeſt ſon to England, who arriving at Hampton-court in fifteen days, brought the agreeable confirmation, of what public fame had before reported, namely, the entire defeat of the Spaniſh fleet; and upon which the king had written a letter to the admiral with his own hand, as follows:

* Vol. III. p. 388.

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" *Monſieur le Chevalier* Byng.

QUOY que jen'aye pas encore reçeu de vos novelles en droiture, j'ay appris la victoire que la flotte a remportee ſous vos ordres, & je n'ay pas voulu vous differer le contentment que mon approbation de vôtre conduit vous pourroit donner. Je vous en remercie, & je ſouhaite que vous en temoigniez ma ſatisfaction à tous les braves gens, qui ſe ſont diſtinguez dans cette occaſion. Le Secretaire d'Etat Cragge a ordre de vous informer plus au long de mes intentions mais j'ay voulu vous aſſeurer moy même que je ſuis Monſieur le Chevalier Byng.

Vôtre bon amy.

A Hampton-Court,
ce 23 d'Aout, 1718.

GEORGE R.[28]

In Engliſh thus.

" *Sir* George Byng.

ALTHOUGH I have received no news from you directly, I am informed of the victory obtained by the fleet under your command; and would not, therefore, defer giving you that ſatisfaction which muſt reſult from my approbation of your conduct. I give you my thanks, and deſire you will teſtify my approbation to all the brave men who have diſtinguiſhed themſelves on this occaſion. Mr. Secretary Craggs has orders to inform you more fully of my intentions; but I was willing myſelf to aſſure you, that I am,

Your good friend,

Hampton-Court,
Auguſt 23, 1718.

GORGER."

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In the mean time the admiral profecuted his affairs with great diligence, procured the emperor's troops free acceſs into the fortreſſes that ſtill held out in Sicily, brought their Sicilian gallies from Malta, and ſoon after received a letter from the emperor, written with his own hand, accompanied with a picture of his Imperial majeſty, ſet round with large diamonds, as a mark of the ſenſe he had of the ſervices rendered by his excellency to the houſe of Auſtria. The letter was as follows:

" *Monſieur amiral & Chevalier* BYNG.

J'AY reçu avec beaucoup de ſatisfaction & de joye, par le porteur de celle cy la vôtre du 18*me d'Aout. Quand je ſceus que vous etiez nomnè de ſa majeſtè le roy vôtre maitre pour commandez ſa flotte dans la Mediterraneè, je conceus d'abord toutes les bonnes eſperances. Le glorieux ſucceſs pourtant les a en quelque maniere ſurpaſſe. Vous avez en cette occaſion donne des preuves d'une valeur, conduite, & zele pour la commune cauſe tres ſingulier; la gloire que vous en reſulte eſt bien grande, mais auſſi en rien moindre ma reconnoiſſance, comme vous l'expliquera plus le comte de Hamilton. Comptez toûjours ſur la continuation de ma reconnoiſſance & de mon affection envers priant Dieu qu'il vous ait en ſa ſainte garde.*

A Vienne, ce 22me Octobre, 1718. CHARLES."

" *Admiral Sir* GEORGE BYNG,

I HAVE received, with a great deal of joy and ſatisfaction by the bearer of this, yours of the 18*th of Auguſt. As ſoon as I knew you was named by the king, your maſter, to command a fleet in the Mediterranean, I conceived the greateſt hopes imaginable from that very circumſtance. The glorious ſucceſs you have had,*

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had, ſurpaſſes however my expectations. You have given, upon this occaſion, very ſingular proofs of your courage, conduct and zeal for the common cauſe; the glory you obtain from thence, is indeed great, and yet my gratitude falls nothing ſhort thereof, as count Hamilton will fully inform you. You may always depend upon the continuance of my thankfulneſs and affection towards you; may God have you always in his holy keeping.

Vienna, September 22, O. S. 1718. CHARLES."

Early in the ſpring of the year 1719, we find our admiral very active in tranſporting the troops from Naples to Sicily; and the Imperial army was ſo well ſupplied with all neceſſaries from the fleet, that it may be truly ſaid, the ſucceſs of that expedition was as much owing to the Engliſh admiral as the German general, and that the Engliſh fleet did no leſs ſervice than the Imperial army.

Sir George Byng, not content with procuring from Genoa every thing neceſſary for the recovery of Sicily upon his own credit, and at his own riſk, went thither himſelf in order to forward the ſervice.

He was received there with great honour and reſpect. At his arrival, the town ſaluted his flag with twenty-one guns, and his perſon with ten guns and twenty chambers; and the republic ſent off ſix deputies, three of the old and three of the new nobility, to compliment him upon his arrival. After a ſtay of about three weeks, he ſailed with all the tranſports to Sicily, and arrived before Meſſina, October the 8th; which ſo elevated the ſpirits of the army, then beſieging the citadel, that, upon the firſt ſight of the fleet, they made a vigorous attack upon a half-moon, and carried it. The admiral, repairing aſhore to the general's quarters, was embraced by him,

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him, and all the general officers, with the moſt tender marks of affection and gratulation, the whole army being overjoyed to ſee a man who always brought them relief and ſucceſs, and every good that attended them *.

In ten days after the admiral's arrival at Meſſina, the citadel ſurrendered to the Germans; after which, Sir George re-embarked a great part of the army, and landed them upon another part of the iſland; by which means they diſtreſſed the enemy to ſuch a degree, that the marquis de Lede, commander of the Spaniſh forces, propoſed to evacuate the iſland; which the Germans were very deſirous of agreeing to, and ſent to Vienna for inſtructions; but the admiral proteſted againſt it, and declared, that the Spaniſh troops ſhould never be permitted to quit Sicily and return home till a general peace was concluded; and ſent his eldeſt ſon to Vienna with inſtructions, if the Imperial court liſtened to the propoſals of the Spaniſh generals, to declare, that his father could never ſuffer any part of the Spaniſh army to depart out of the iſland, till the king of Spain had acceded to the quadruple alliance, or till he received poſitive inſtructions from England for that purpoſe. In this, Sir George certainly acted as became a Britiſh admiral; who, after having done ſo many ſervices for the imperialiſts, might ſurely inſiſt on their doing what was juſt with reſpect to us, and holding the Spaniſh troops in the uneaſy ſituation they then were, till they gave ample ſatisfaction to the court of London, as well as to that of Vienna.

After this, the Spaniſh general laid a ſnare to diſunite the admiral from the Germans, by propoſing an agreement with him for a ſeparate ceſſation of hoſtilities, but without effect. The marquis

* Biographia Britannica, Vol. II. 1095.

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de Lede ſent to the admiral a Spaniſh gazette, wherein was publiſhed a treaty of ſuſpenſion of arms at ſea, concluded at the Hague, between the miniſters of Great Britain, France and Spain; and therefore he propoſed a ſeparate ceſſation of arms, and proteſted againſt any violences the admiral ſhould commit, contrary to the plain inſtructions of their ſovereigns: but the admiral replied, that he could pay no regard to a pretended convention, publiſhed in a foreign news-paper, and even in which there was a clauſe that nothing in it ſhould derogate from what ſhould be agreed between him and the marquis, for what concerned the Mediterranean Sea. That as the Spaniſh miniſter had ſigned the quadruple alliance ever ſince the 17th day of February laſt, it was ſtrange the marquis had received no orders for treating about the evacuation of the iſland, which was the neceſſary conſequence of it; and that as the time for doing this was elapſed, till he had ſecurity that the marquis really intended it, he could not agree to a ſuſpenſion of arms. This was an adventurous proceeding in the admiral; for his inſtructions from England directed him to come to a ſuſpenſion of arms with Spain, without ſtaying for ſettling the terms of evacuation, which might take up time. But his penetration ſhewed him, that if a ſuſpenſion took place at ſea, the Spaniards might introduce what ſuccour and troops they pleaſed into the iſland, which would overturn all that the allies had been doing, and if any impediments were thrown in the way of the negotiations, ſo that they could be broken off, the Spaniards would thereby be put in a better condition for proſecuting the war, and perhaps would be enabled to protract it another year. He was juſtly apprehenſive of their artifices when he found that they took every advantage to evade the evacuation of the iſland; and therefore, as the convention for a ceſſation of arms

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at ſea, ſigned at the Hague February 29, left him at liberty to treat as he thought proper, he determined to remain united to the Germans, which he prudently ſaw was the quickeſt way to bring the Spaniards to a compliance. The event juſtified his precaution, and his conduct received at home the approbation it merited*. Soon after, when the Germans, with the aſſiſtance of the admiral, had begun the ſiege of Palermo, before which the Spaniards lay incamped; and juſt as the two armies were upon the point of engaging, a courier arrived in that lucky inſtant from Spain, with full powers for the Spaniſh general to treat and agree about the evacuation of Sicily and Sardinia, in conſequence of the king of Spain's acceding to the quadruple alliance; upon which the two armies were drawn off, a ſuſpenſion of arms agreed on, the Germans put into poſſeſſion of Palermo, and the Spaniards embarked for Barcelona; and the admiral, after he had ſettled all affairs in Sicily, ſailed in Auguſt, 1720, to Cagliari in Sardinia, where he aſſiſted at the conferences held with the miniſters and generals of the ſeveral powers concerned; wherein was regulated the manner of ſurrendering the iſland by the Spaniſh viceroy to the emperor, and the ceſſion of the ſame from the emperor to the duke of Savoy; and, at the inſtance of this prince, the admiral did not depart, till he had ſeen the whole fully executed, the Spaniſh troops landed in Spain, and the duke of Savoy put into quiet poſſeſſion of his new kingdom of Sardinia in exchange for Sicily, according to the quadruple alliance: in all which affairs the admiral arbitrated ſo equally between them, that even the king of Spain expreſſed his entire ſatisfaction in his conduct to the Britiſh court; and his

* Biographia Britannica. Art. Byng, note S.

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behaviour was ſo acceptable to the duke of Savoy, that his acknowledgements to him were accompanied with his picture ſet in diamonds.

Thus ended the war of Sicily, wherein the Britiſh fleet bore ſo illuſtrious a part, that the fate of the iſland was wholly governed by its operations, both competitors agreeing, that the one could not have conquered, nor the other have been ſubdued without it. Never was any ſervice conducted in all its parts with greater zeal, activity, and judgment; nor was ever the Britiſh flag in ſo high reputation and reſpect in thoſe diſtant parts of Europe. The late king, who had named the admiral for that expedition, and knew his abilities, uſed to ſay to his miniſters, when they applied for inſtructions to be ſent to him for his direction on important occaſions, that he would ſend him none, for he knew how to act without any; and, indeed, all the meaſures that he took abroad were ſo exact and juſt, as to ſquare with the councils and plan of policy at home*.

In our relation of this expedition we have entirely followed the account of it publiſhed in 1739, and have by a bare recital of facts, without further enquiries, ſhewn how well Sir George Byng executed his inſtructions; for in this conſiſts the merit of an admiral, and for which alone he is anſwerable, and not at all for the rectitude of theſe inſtructions. If this be not granted, we muſt never expect to be well ſerved at ſea; ſince the admiral, who takes upon him to interpret his inſtructions, will never want excuſes for his conduct, be it what it will; and, if this be once granted, Sir George Byng muſt be allowed to have done his duty as well as any admiral ever did; for to his conduct it was entirely

* Biographia Britannica, p. 2097.

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owing, that Sicily was ſubdued, and his Catholic majeſty forced to accept the terms preſcribed him by the quadruple alliance. He it was, who firſt enabled the Germans to ſet foot in that iſland; by him they were ſupported in all they did; and by his counſels they were directed, or otherwiſe had been expelled the iſland, even after the taking of Meſſina*. The cauſe of the emperor being become the cauſe of his maſter, our admiral ſerved the intereſt of that prince with a zeal and fidelity, as exhibited a pattern to his own ſubjects. He lived in ſuch harmony with the Imperial viceroys and generals, as has been ſeldom ſeen among fellow ſubjects united in command; the want of which has proved the ruin of many important expeditions. He was incapable of performing duty in a cold or negligent manner, and, when any ſervice was committed to his management, he devoted his whole application to it; nor could any fatigue, or indiſpoſition of body, ever divert or interrupt his attention from any point that required preſent diſpatch. To this it might be in a great meaſure owing, that he was never unfortunate in any undertaking, nor miſcarried in any ſervice intruſted to his direction. For whoever will trace public or private events to their ſource, will find (except where the immediate finger of providence is viſible) that what is aſcribed to chance is generally the effect of negligence or imprudence. He always proceeded upon ſolid principles, and left nothing to fortune, that could be accompliſhed by foreſight and application. His firmneſs and plain dealings to thoſe foreigners who treated with him upon buſineſs, was ſuch, that it contributed greatly to the diſpatch and ſucceſs of his tranſactions with them; for they could depend

* Campbell's Lives of the Admirals, Vol. IV. p. 462.

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upon what he ſaid; and as they ſaw he uſed no arts or chicane himſelf, and had too diſcerning an eye to ſuffer them to paſs unobſerved in others, they often found it their beſt policy to leave their intereſts in his hands, and to his management, being certain of a moſt impartial and punctual performance of whatever he engaged in. His reputation was ſo thoroughly eſtabliſhed in this particular, that in the frequent diſputes and altercations, that aroſe between the Savoyards and Germans, during the courſe of the war, and between the latter and the Spaniards at the concluſion of it, he was the common umpire between them, always ſhunning and oppoſing any extravagant or unjuſt demands, and reconciling, as much as poſſible, the violence of war, with the rules of honour and juſtice*.

After the performing ſo many ſignal ſervices, the admiral departed from Italy, to attend his ſovereign who was then at Hanover. The reception he met with from that diſcerning prince has been already related†. No wonder that a man endowed with ſuch talents, and ſuch a diſpoſition, left behind him in Italy, and other foreign parts, the character of a great ſoldier, an able ſtateſman, and an honeſt man.

During his majeſty's ſtay at Hanover, he began to reward the eminent ſervices of Sir George Byng, by making him treaſurer of the navy, and rear admiral of Great Britain; and, on his return to England, one of his moſt honourable privy council‡.

In the year 1721 he was created a peer of Great Britain, by the title of viſcount Torrington and baron Byng of Southill in Devonſhire.

* Account of the Expedition to Sicily, p. 195, 196. 4 Vol. III. p. 411. † Collins's Peerage, Vol. VI. p. 310. Edit. 1768.

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The preamble of his lordſhip's patent is as follows:

"As the grandeur and ſtability of the Britiſh empire depend chiefly upon knowledge and experience in maritime affairs, we eſteem thoſe worthy of the higheſt honours, who, acting under our influence, exert themſelves in maintaining our dominion over the ſea. It is for this reaſon that we have determined to advance to the degree of peerage our truſty and well-beloved counſellor Sir George Byng, knt. and bart. who being deſcended from an ancient family in Kent, and educated from his youth in the ſea-ſervice, hath through ſeveral poſts arrived to the higheſt ſtation and command in our navy, by the ſtrength of his own abilities, and a merit diſtinguiſhed by our predeceſſors, and ourſelves, in the many important ſervices, which he has performed with remarkable fidelity, courage and ſucceſs. In the late vigorous wars, which raged ſo many years in Europe; wars fruitful of naval combats and expeditions; there was ſcarce any action of conſequence wherein he did not bear a principal part, nor were any dangers or difficulties ſo great, but he ſurmounted them by his exquiſite conduct, and a good fortune that never failed him. Particularly when a ſtorm was gathering in France, and it was uncertain upon what part of the coaſt it would fall, with wonderful ſagacity and diligence he flew to the very place of danger, reſcuing our capital city of Scotland from the imminent attack of a French ſquadron, which had many rebels, and numerous forces, on board; and by his very appearance defeated the vain hopes of the enemy, compelling them to relinquiſh their diſappointed enterprize, and to ſeek their ſafety by a flight towards their own ports, attended with loſs. With no leſs vigilance he repreſſed, not long ſince, the like machinations of the ſame traitors in the ports of France, who were ſo

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ſo diſconcerted at his preſence, as to abandon the ſchemes they had projected; for which prudent ſervice we conferred on him the dignity of baronet, the firſt mark of our royal favour. Moreover, lately, when new contentions were ſpringing up in Italy, and the diſcord of princes was on the point of embroiling Europe again in war, he did, with ſingular felicity and conduct, interpoſe with our ſquadron, cruſhing at one blow the laboured efforts of Spain to ſet up a power at ſea, and advanced the reputation of our arms in the Mediterranean to ſuch a pitch, that our flag gave law to the contending parties, and enabled us to reſettle the tranquillity that had been diſturbed. It is juſt, therefore, that we ſhould diſtinguiſh with higher titles a ſubject who has ſo eminently ſerved us and his country, both as monuments of his own merit, and to influence others into a love and purſuit of virtue."

Know ye therefore, &c.

In 1725 he was inſtalled one of the knights companions of the Bath, on the revival of that moſt ancient and honourable order.

In 1727, his late majeſty, on his acceſſion to the crown, placed him at the head of his naval affairs, by making him firſt lord commiſſioner of the admiralty, in which high ſtation he breathed his laſt, at his houſe in the admiralty, of an aſthma, in June 1733, in the ſeventieth year of his age, and was buried at Southill in Bedfordſhire.

His lordſhip married in 1691, Margaret daughter of James Maſter, of Eaſt Langden in the county of ent, eſq; and by her ladyſhip, (who died on March 30. 1755, having attained a great age, and happily exempt from the knowledge of the fate, which ſoon afterwards befel one of her ſons) had eleven ſons and four daughters, of which thoſe that ſurvived him were,

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were; Pattee, second viscount Torrington, George, third viscount Torrington, whose son, George, now possesses the title. Robert, born in 1703; chosen member of parliament for Plymouth in 1727; appointed one of the commissioners for his majesty's navy in 1731; and in 1739, governor of Barbadoes, where he died in 1740; John, born in 1704, and brought up in the sea-service, and who unfortunately fell a sacrifice to national discontents in 1757; Edward, born in 1706 and bred to the army; when his brother the admiral was brought home prisoner, he went to visit him, and was so affected at his situation, that he expired on board the Antilope at Portsmouth, on July 29, 1756. His lordship's only surviving daughter was Sarah, married to John, the eldest son of Sir John Osborne, of Chicksands in the county of Bedford, bart. by whom she had one son, Sir D'Anvers Osborne, bart. married in 1740 to the lady Mary Montague, daughter of George the Second, earl of Halifax.

CHAP.

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CHAP. II.

Naval Tranſactions from the breaking out of the War with Spain *to the Declaration of War againſt* France *in* 1744.

Parliamentary regulations concerning Seamen—Projected expeditions againſt the remote Spaniſh *Settlements—Capture by Captain* Knowles—Porto-Bello *reduced by Admiral* Vernon—*Bombardment of* Carthagena—*The Caſtle of St.* Lorenzo *capitulates—Addreſs of the two Houſes of Parliament on* Vernon's *Succeſs—They vote the Admiral their Thanks, and the City of* London *vote him the Freedom of their City—Proceedings in Parliament—* Spaniſh *Fleet ſent out to intercept Vice-Admiral* Balchin—*Sir* John Norris *commands the grand Fleet—Squadron under Commodore* Anſon *ſails for the* South-Seas—*A Fleet ſent to re-enforce Admiral* Vernon *in the* Weſt-Indies—*Attack made on* Carthagena—Bocca-chica *Caſtle inveſted by Sea and Land—Death of Lord* Aubrey Beauclerc—*Attack directed by Brigadier* Blakeney—Spaniſh *Ships deſtroyed*—Mancinillo *Fort diſmantled by the* Spaniards—*The Caſtle of* Caſtello grande *taken by Captain* Knowles—Lazar *attacked—Reſolution of a Council of War to abandon the Enterprize—The Fleet returns to* Jamaica—*Deſign formed for attacking* Cuba—*Meeting of Parliament—Act to encourage and regulate Sailors ſerving in the Royal Navy—Death of the Emperor* Charles VI.—*Rupture between the Queen of* Hungary *and the King of* Pruſſia—*Sir* John Norris *ſails for the Bay of* Biſcay—*The* Spaniſh *Fleet blocked up in the Port of* Cadiz,

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Cadiz, *by Admiral* Haddock—*Two* Engliſh *Men of War engage three* French *Ships of the Line*—*The* French *and* Spaniſh *Fleet join*—Haddock *repairs to* Port Mahon—*Valuable Prize taken*—*Inactivity of the Naval Power of* Great Britain—*New Parliament*—*Change in the Miniſtry*—*Houſe of Commons ſet on foot an Enquiry into the Conduct of Sir* Robert Walpole—*Attempt to diſcover a North-Weſt Paſſage*—*The king of* Great Britain *forms an Army in* Flanders—*Re-enforcements ſent into the* Mediterranean—Matthews *ſucceeds* Haddock *in the Command there*—*The Harbour of* Toulon *blocked up*—*Bombardments on the Coaſt of* Catalonia—*Gallant Behaviour of* Britiſh *Commanders*—*Tranſactions in the* Weſt-Indies—*Settlement on the Iſland of* Rattan—*Diſagreement between the Naval and Land Commanders*—Vernon *recalled, and Sir* Chaloner Ogle *appointed to Command*—*Attack of* La Guira—*The King of* Great Britain *defeats the* French *at* Dettingen—*Return of Commodore* Anſon *from his Expedition to the* South-Seas, *in which he encompaſſed the Globe*—*Meeting of Parliament*—*Supplies voted*—*Projected Invaſion of* Great Britain—*A* French *Squadron ſails up the* Channel—*War declared againſt* France—COMMERCIAL EVENTS—*Number of Ships employed in the Trade to* Virginia *and* Maryland *for Tobacco*—*Regulation of the Paper Currency of* North America—*Vaſt Increaſe of the Linen Manufacture of Ireland*—*Renewal of the* Eaſt-India *Company's Charter to* 1780.

IT has been well remarked, that in a nation like Great Britain, in which arts, arms and commerce are cultivated, war at certain intervals proves beneficial to the ſtate; as it turns the current of wealth from the induſtrious to the enterprizing. Thereby all orders of men find encouragement in their turns,

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and the nation becomes compoſed of individuals, ſome of whom have ſkill to acquire property, whilſt others have courage to defend it. A long interval had now elapſed, ſince the treaty of Utrecht had reſtored peace to Europe; the ſhort and unimportant war with Spain, and the commotions in the north, very little affected the eſſential intereſts of Great Britain, and were inconſiderable interruptions to its tranquillity. Now the ſcene changed, the dictatorial haughtineſs of Spain and the commercial ſpirit of Britain were incompatible; negotiation was found inadequate to the purpoſe of adjuſting differences, which aroſe from the jarring intereſts of two powerful kingdoms. In ſuch caſes each party confidently boaſts the juſtice of its cauſe, and appeals to all the world for a confirmation of its aſſertions; but in the diſputes of princes, fleets and armies are the beſt civilians, and can alone eſtabliſh or confute the principles laid down in manifeſtoes and reſcripts.

When the war with Spain broke out, the miniſtry was not compoſed of men diſtinguiſhed for ſuch talents as are beſt ſuited to direct the force of a great nation. In order to give full efficacy to the operations of war, it is neceſſary that the plans concerted in the cabinet, ſhould be dictated by that kind of wiſdom, which is formed by long experience, and if a langour prevails in bringing forward ſuch deſigns, the public ſervice is not likely to be promoted, however judiciouſly they might originate. Sir Charles Wager indeed preſided at the admiralty-board, with great credit to himſelf and benefit to the nation; as his life had been paſſed in a continual courſe of active ſervices, ſo his advanced years made him now the fitteſt man to direct what others ſhould do, and the manner in which it ſhould be done; but his authority was checked and controuled by the other great officers of ſtate. Sir Robert Walpole and the duke

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Engrav'd for Hervey's Naval History.

Vol. IV. p. 90.

Sr. CHAS. WAGER, KNT.

Admiral of the White & first Lord of the Admiralty.

Died 1743. Aged 77.

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of Newcaſtle enjoyed all the power which the confidence of their ſovereign could impart; the firſt was ſhrewd, ſagacious, and indefatigable, whilſt purſuing his pacific ſyſtem. No miniſter before his time, had ever ſo openly and uniformly ſtruck at the root of all public virtue, by purchaſing from the repreſentatives of the people an implicit concurrence in his meaſures. His abilities as a financier, and even as a legiſlator muſt be acknowledged to have been diſtinguiſhing, but poſterity ought to execrate the memory of that man, who, to gratify his inſatiable thirſt of power, made corruption conſtitutional in the nation. A miniſter, who in checking vice and profligacy, knows how to render them ſubſervient to the purpoſes of government, deſerves commendation, but he that makes them the pillars on which his fabric of power reſts, is no better than a Machiavel in politics. The object of thoſe in power ſhould be to promote good morals among the people, if, inſtead of attending to that, their influence takes a contrary direction, every one who views the tranſactions of the world with a philoſophic eye, will not ſcruple to rank ſuch ſtateſman among the moſt pernicious of the human race. The duke of Newcaſtle was a man of very circumſcribed abilities, and neither verſed in foreign nor domeſtic politics. His parliamentary intereſt was very great, and a zeal for the houſe of Hanover, as it had led him to render eſſential ſervice to the proteſtant ſucceſſion, ſo it had made him a miniſter in nature's deſpite.

At the time we are now ſpeaking of, one hundred and ſeven ſhips of war were actually in commiſſion; twenty-ſix of which were in the Weſt-Indies; twenty-two in the Mediterranean; fifty-five at home, and four on various cruiſes. The compliment of men on board this fleet was upwards of twenty-two thouſand*. For the better ſupply of

* Berkley's Naval Hiſtory, p. 663.

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ſeamen to ſerve in Britiſh ſhips of war, and alſo on board of merchantſhips and privateers, an act of parliament was paſſed, whereby free leave was given, during the continuance of the war, for veſſels in the merchant's ſervice, to be navigated by any number of foreign ſeamen, not exceeding three fourths of the ſhip's company; and ſuch foreign ſeamen ſerving on board Britiſh ſhips, either of war, trade, or privateers, for the ſpace of two years, were thereby to be afterwards deemed in all reſpects, natural-born ſubjects, ſubject, however, to certain reſtrictions, whereby they were rendered incapable of holding places of truſt or honour, civil or military, or to have any grant of lands, &c. And by this act, the king, his heirs, and ſucceſſors, were empowered in any future war, by proclamation during ſuch war, and no longer, to permit the like number of foreign ſeamen to ſerve in merchant-ſhips or privateers, as well as in ſhips of war.

By another act paſſed during the ſame ſeſſion, all ſeamen at the age of fifty-five years or upwards, and all ſuch as have not attained the age of eighteen years, and alſo all foreigners ſerving in Britiſh ſhips, are exempted from being impreſſed into his majeſty's ſervice: and perſons of any age uſing the ſea, were thereby alſo exempted from being impreſſed for the firſt two years of their being at ſea; as were all ſea-apprentices for the firſt three years of their apprenticeſhip.

Deſigns were now formed to annoy the Spaniards in their remote poſſeſſions; and as they drew all their wealth from thoſe ſources, every blow which might be ſtruck there, would be moſt ſenſibly felt by that nation, and weaken their ability for maintaining the war. For this end two ſquadrons were ordered to be got ready; one of which was to be commanded by captain Anſon of the Centurion, a ſixty gun ſhip, the

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the other by captain Cornwall. The ſquadron under Mr. Anſon was to take a regiment of foot on board, with three independent companies, to be commanded by colonel Bland, to ſet ſail with all poſſible expedition, and not call at any place till they reached Java-head in the Eaſt-Indies, and there ſtay no longer than to take in water, and afterwards proceed to Manilla in Luconia, one of the Philippine iſlands belonging to the Spaniards. Captain Cornwall's ſquadron was to be of equal ſtrength with the former, and to paſs round Cape Horn, directly into the South-Seas, to range along that coaſt, and attempt the Spaniſh ſettlements there, if practicable. In its return it was to rendezvous at Manilla, there to join the ſquadron under captain Anſon. Here they were to refreſh their men, refit their ſhips, and perhaps receive orders for other conſiderable enterprizes *.

Whilſt thoſe remote parts of the world were deſtined to ſuffer the horrors of war, the ſquadron under admiral Vernon was to attack the Spaniards on the eaſtern ſide of the iſthmus of Darien, whilſt commodore Cornwall on the weſtern ſide was to endeavour the reduction of Panama. Should theſe conjunct expeditions prove ſucceſsful, the treaſures of the weſtern world would be transferred to new profeſſors; but a ſcheme of ſuch magnitude was not likely to be carried into effect by ſuch a miniſtry; accordingly after ſome months had been employed in fitting out the reſpective ſquadrons, the deſign of ſending out captain Cornwall was totally laid aſide, and the ſame end was propoſed to be anſwered by the expedition, to be undertaken by captain Anſon. But the impediments that were thrown in his way of his ſailing, occaſioned ſo much time to be loſt, that the commander and all who ſerved under him, ſeemed to be

* Anſon's voyage.

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men devoted to deſtruction, rather than, (as was at firſt imagined) a favoured band, deſtined to a ſervice, by which the moſt eſſential advantages might be derived to their country, and immenſe wealth be obtained by each individual. It was not until the 28th day of June 1740, that the duke of Newcaſtle, principal ſecretary of ſtate, delivered to commodore Anſon his majeſty's inſtructions, which were dated the 31ſt day of January, 1739. Theſe he had no ſooner received than he repaired to Spithead, in order to proceed immediately to ſea, but he found his ſhips ſo badly manned, that another month was loſt before he could be in any meaſure ſupplied. An order from the board of admiralty had been ſent to Sir John Norris, directing him to provide the commodore with ſuch ſeamen as he wanted. Sir John had ſailed to the weſtward, and admiral Balchin who ſucceeded to the command at Spithead, ſent only one hundred and ſeventy men inſtead of three hundred, and of theſe thirty-two were from the hoſpital and ſick quarter, and ninety-eight were marines.

But the commodore's mortification did not end here, the regiment of foot and independent companies which had been propoſed to embark with him, were now countermanded, and all the land forces that were to be allowed, were five hundred invalids, to be collected from the out-penſioners of Chelſea college. As theſe out-penſioners conſiſt of ſoldiers, who, from their age, wounds, or other infirmities, are incapable of ſervice in marching regiments, Mr. Anſon was greatly chagrined at having ſuch a decrepid detachment allotted him; for he was fully perſuaded that the greateſt part of them would periſh long before they arrived at the ſcene of action, ſince the delays he had already encountered neceſſarily confined his paſſage round Cape Horn to the moſt rigorous ſeaſon of the year. Sir Charles Wager too joined in opinion

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nion with the commodore, that invalids were no ways proper for this ſervice, and ſolicited ſtrenuouſly to have them exchanged. But he was told, that perſons who were ſuppoſed to be better judges of ſoldiers than he or Mr. Anſon thought them the propereſt men that could be employed on this occaſion: and, upon this determination, they were ordered on board the ſquadron. Inſtead of five hundred, there came on board no more than two hundred and fifty-nine: for all thoſe who had limbs and ſtrength to walk out of Portſmouth deſerted, leaving behind them only ſuch as were literally invalids, moſt of them being ſixty years of age, and ſome of them upwards of ſeventy. Indeed, it is difficult to conceive a more moving ſcene than the embarkation of theſe unhappy veterans: they were themſelves extremely averſe to the ſervice they were engaged in, and fully appriſed of all the diſaſters they were afterwards expoſed to; the apprehenſions of which were ſtrongly marked by the concern that appeared in their countenances, which was mixed with no ſmall degree of indignation, to be thus hurried from their repoſe into a fatiguing employ, to which neither the ſtrength of their bodies nor the vigour of their minds were any ways proportioned; and where, without ſeeing the face of an enemy, or in the leaſt promoting the ſucceſs of the enterprize, they would in all probability uſeleſsly periſh by lingering and painful diſeaſes; and this too after they had ſpent the activity and ſtrength of their youth in their country's ſervice.

To ſupply the place of the two hundred and forty invalids which had deſerted, as is mentioned above, there were ordered on board two hundred and ten marines detached from different regiments. Theſe were raw and undiſciplined men; for they were juſt raiſed, and had ſcarcely any thing more of the ſoldier than their regimentals, none of them having been

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been so far trained as to be permitted to fire. The last detachment of these marines came on board the 8th of August, and on the 10th, the squadron sailed from Spithead to St. Helen's, there to wait for a wind to proceed on the expedition. And here we shall leave Mr. Anson to prosecute his long and perilous voyage, intending to give a general outline of it upon his return. The expedition under admiral Vernon is next to be spoken to.

We have already taken notice of the sailing of this officer. The ships he carried out with him to the West-Indies were:

	Captains.	Men.	Guns.
The Louisa	Waterhouse	420	60
Worcester	Mayne	480	70
Burford	Watson	500	70
Strafford, and	Trevor	400	60
Norwich	Herbert	300	50

On the 23d day of July 1739, admiral Vernon sailed with his squadron from Spithead; he arrived at Antigua on the 29th day of September, and on the 12th day following at Port Royal, in Jamaica, where, on the 28th he was joined by commodore Brown, in the Hampton-court.

Being now in sufficient force to attempt something against the Spanish settlements, means were used to gain intelligence which of them was most proper to attack. In the beginning of September, captain Stapleton in the Sheerness, had taken Don Pedro Ellstagaritta, captain to the Spanish admiral, and who remained a prisoner at Jamaica. Him our admiral proposed to exchange for the agents to the South-Sea Company, whom the Spaniards had imprisoned. This exchange served as an excuse for sending in a flag of truce, by means of which, the condition of the Spanish fortresses could be known.

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Every means being uſed to procure certain intelligence of the enemy, it was at length known, that the galleons were deſtined to aſſemble at Carthagena, in order to proceed to Porto Bello, and open the annual fair at that place, the money having been brought from Panama ſome time before.

This intelligence determined the admiral to make his attack upon Porto Bello. He therefore procured the beſt pilots in the iſland for this expedition; and the governor of Jamaica, ſenſible of the great importance of the intended ſervice, eſpecially in diſtreſſing the enemy, gave him what ſupplies of ſoldiers he could ſpare, and captain Newton, an experienced officer, to command them.

In the mean time three ſhips ſent to the coaſt of the Caraccas, arrived in port without effecting any thing, having had bad pilots, the ground being foul, the weather tempeſtuous, and the Laguira ſhore ſo ſtrongly fortified, as to render it, with the ſmall force they had with them, impracticable; only captain Knowles took a ſhip, on board of which were ſeventy-four thouſand pieces of eight, and cloathing for the garriſon of St. Auguſtine.

Every thing being now got ready for ſailing, the admiral left inſtructions for the Windſor, then on a cruize, and the Diamond which was cleaning, to follow him with all convenient ſpeed, in caſe of his meeting with a ſuperior force; he appointed a convoy for the homeward bound trade, and ſtationed a ſhip to windward, in order to protect that coming from England.

The admiral ſailed on the 5th day of November, with the five ſhips which he brought from England, to which the Hampton-court was added. On the the 20th in the evening, he came within ſight of Porto Bello, having been ſo long delayed on his paſſage by contrary winds. There being but little wind that

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evening, though a very great ſwell, he anchored for the night ſix leagues off the ſhore, being apprehenſive of driving to the eaſtward of the harbour. And here it may be proper, before we enter upon the attack, to give ſome account of the place.

The town ſtands on the north ſide of the iſthmus of Darien, which running from eaſt to weſt, betwixt the North and South-Seas, joins the two continents of North and South America. It is ſeventy miles from Panama, which lies on the ſouth ſide of the iſthmus. Porto Bello has a convenient bay about a mile deep, with good anchorage and ſhelter for ſhips; it is near half a mile broad at the mouth of the harbour. At the entrance of the north ſide of the bay, cloſe by a ſteep rock, ſtood a ſtrong caſtle called the Iron caſtle, mounting ſeventy-eight great guns, with a battery beneath, parallel with the water, of twenty-two guns, the caſtle and fort having a garriſon of three hundred men. On the oppoſite ſide of the bay, about a mile farther up, on an eminence, ſtood caſtle Gloria, conſiſting of two regular baſtions toward the ſea, mounting ninety guns, with a curtain between of twenty-two guns, beſides a line of eight guns pointing to the mouth of the harbour, the whole defended by four hundred men. A little above this caſtle, near the other end of the town, on a point running into the bay, ſtood fort St. Jeronimo, a fort of quadrangular redoubt, ſtrongly built, well planted with cannon, and properly defended. Under the cannon of Gloria caſtle and fort St. Jeronimo, all the ſhips in the harbour rode at anchor; and this defence with the guns on the Iron caſtle rendered the entrance of the harbour extremely difficult. At the bottom of the harbour lies the town of Porto Bello, built along the ſhore in the ſhape of a half moon; it is long and narrow, with two main ſtreets beſides that run a-croſs, and a ſmall parade in the middle of the town ſurrounded

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rounded with pretty good dwellings; the whole number of houſes amounts to about five hundred, two churches, a treaſury, cuſtom-houſe, and an exchange. The eaſt ſide is low and ſwampy, and the ſea at low water leaves the ſhore within the harbour a great way bare from the houſes. The bottom here being a blackiſh filthy mud, is very fetid, and occaſions noxious vapours by reaſon of the heat of the climate, which lies in the tenth degree of north latitude: hence alſo it is but thin of inhabitants, except at the time of the fair, which alone raiſes the reputation of the place, it being the market through which is an annual circulation of all the wealth of Peru, and the manufactures of Europe. It was taken by the Buccaneers in 1688, but afterwards being re-fortified more ſtrongly, it had for ſome time been reckoned impregnable; ſo that it was formerly given out that a ſquadron of ſhips, and at leaſt eight thouſand men could not take it, when the Britiſh ſhips lay rotting, and its ſailors dying away at the Baſtimentos: though admiral Vernon had aſſerted in the houſe of commons, that he would take it with "only ſix ſhips of war."

Commodore Brown in the Hampton-court led the attack with great bravery; he was well ſupported by captain Herbert in the Norwich, and captain Mayne in the Worceſter. Upwards of four hundred ſhot were fired at the Iron fort. The admiral perceived that the Spaniards had quitted ſeveral parts of the fort; whereupon he made ſignal for the boats, in which were about forty ſailors, with a company of marines and their officers, to land with all imaginable expedition, whilſt he was coming up to the fort to batter it. The admiral luffing up as near the fort as he conveniently could, was ſaluted with a whole volley, every ſhot of which almoſt took place; one beat away the ſtern of his barge, another ſhivered a large gun on his upper deck, a third went through

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his fore top maſt, and a fourth paſſing through the awnings within a few inches of the main-maſt beat down the barricado of the quarter deck not far from where the admiral ſtood, killed three men, and wounded five more, the Spaniards all this time vainly imagining that they could ſink the whole ſquadron; yet this was ſo far from intimidating our ſailors, that they returned the ſalute ſo effectually, that though the enemy diſcharged a few more ſhot, they did us afterwards no conſiderable damage: for the fire of the admiral's ſmall arms ſcoured the lower batteries of the Spaniards, driving them from thence where they could do moſt execution; and by this means alſo our men were ſecured in landing; which, as the Spaniards afterwards owned, was the principal occaſion of their abandoning their lower batteries; the ſmall ſhot from the ſhips which had before paſſed them not at all reaching, though their cannon had beat down ſome of the upper part of the fort. As the boats came near the admiral, he called out to them to land directly under the walls of the fort, in the front of their lower batteries, though no breach had been made. Yet this happily anſwered expectation; for they all landed ſafe except two ſoldiers who were killed by the ſmall arms from the caſtle. Upon this ſome ſeamen ſcaling the walls, which they chiefly performed by one man ſetting himſelf cloſe under an embraſure, whilſt another climbed upon his ſhoulders, they entered under the mouth of a great gun, which ſtruck ſuch a general panic into the Spaniards, that the officers and men at the lower battery, fled farther up into the fort, after they had firſt hung out a white flag for capitulating, which the admiral anſwered with another; but ſuch was the eagerneſs of his own men, and thoſe on board the Strafford which followed him, that it was a good while before he could ſtop them from firing.

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In the mean time the ſeamen who had climbed up the walls of the lower battery, having firſt ſtruck the colours, afterwards drew up the ſoldiers, upon which the Spaniards who had retreated into the caſtle ſurrendered at diſcretion; of theſe, only five officers and thirty-five men remained out of three hundred, the reſt having been killed, wounded, or made their eſcape. After finding all their efforts of reſiſtance prove ineffectual, they ſhut themſelves up in a ſtrong lodgement, but upon our men firing a gun through the door, they ſoon opened it and begged for quarter.

The ſhips which had gone in before the admiral fell ſo far to leeward, that they were not within ſight of the Gloria caſtle; but the admiral's own ſhip lying open to it, they kept firing one of their largeſt guns at him till night, but did little or no execution, and all the damage he received was, one ſhot which went through the head of his fore-top-maſt juſt above the rigging.

The admiral finding that the Spaniards continued their fire, tried ſome of his lower tier, which being new guns anſwered to admiration, carrying over Gloria caſtle into the town, none of the ſhot falling ſhort, one ſhot went through the governor's houſe, ſome through ſeveral other houſes, and one ſunk a ſloop under the caſtle.

This ſucceſsful beginning was attended with the loſs only of three men killed, beſides five more wounded in the admiral's own ſhip, the like number of killed and wounded on board the Worceſter, and one man had both legs ſhot off on board the Hampton Court: none were killed or wounded in the reſt of the ſquadron, and only two ſoldiers were ſhot at the firſt landing *.

* Berkley's Naval Hiſtory, p. 670.

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The next morning, being the 22d day of November, the admiral went on board the Hampton Court commodore Brown, in order to call a council of war, and give the neceſſary directions for warping the ſhips up in the night to attack Gloria caſtle, as it would have been impracticable to attempt it in the day time. But in this he was prevented by the enemy's hoiſting a white flag, and ſending a boat with a flag of truce to the admiral, and the conditions ſigned on which they deſired to capitulate, viz. That the governor would deliver up all the fortifications, provided they might be allowed to march out with the honours of war, have an indemnity for themſelves, the town, and the inhabitants, and be permitted to keep all the ſhips in the harbour. This laſt article could not by any means be admitted; the admiral being reſolved to have the ſhips which had done the Engliſh merchants all the injuries they complained of on theſe coaſts. Accordingly he drew up the articles on which he was willing to capitulate with the Spaniards, and ſent them back to the governor, allowing him only a few hours to take his reſolution. But within the time limited, the conditions offered were accepted.

Before night the admiral ſent captain Newton, who commanded the detachment of ſoldiers from Jamaica, with about one hundred and twenty ſoldiers, who took poſſeſſion of Gloria caſtle and Jeronimo fort, being the two remaining fortreſſes untaken which defended the harbour; the former lying below the town, and the other above it.

In the harbour were two Spaniſh men of war of twenty guns each, together with a ſnow, the crews of which upon ſeeing the regular and bold attack made on the Iron fort, and deſpairing of being able to defend themſelves, fell to plundering the town in

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in the night of the twenty-firſt, and committed great outrages on the inhabitants.

From the ſeveral fortreſſes the admiral took on board his ſquadron, forty pieces of braſs cannon, ten field pieces, four mortars, and eighteen patteraroes all of the ſame metal, and rendered unſerviceable above eighty iron cannon by knocking off their trunnions and ſpiking them up: he alſo took on board all their ſhot and ammunition, except one hundred and twenty-two barrels of powder, which he expended in ſpringing of mines, by which all the fortifications of the town were blown up and entirely demoliſhed, and the harbour left open and defenceleſs.

Ten thouſand dollars which had arrived for paying the Spaniſh troops at Porto Bello, falling into the admiral's hands, he diſtributed them among the forces for their encouragement.

Strict attention was given by the admiral to prevent the inhabitants ſuffering in their perſons or effects: orders were delivered out to all the captains of the ſquadron, to ſuffer no boats to go aſhore, but with an officer, for whoſe conduct they would be reſponſible. As the moſt effectual means of preventing outrages, puniſhment was not only denounced againſt offenders, but it was declared, that ſuch ſhould be deprived of their ſhare of the ſeveral captures, which were ſecured, as a reward for their gallant behaviour.

On the 27th, the admiral was joined by the Diamond, captain Knowles; and on the 29th, by the Windſor, captain Berkley, and the Angleſea, captain Reddiſh.

[From the papers of captain Berkley, this account is principally taken.]

The principal engineer in directing the mines, was captain Knowles of the Diamond, aſſiſted by captain Boſ-

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Boſcawen, (who had deſired to ſerve in this expedition as a volunteer, his own ſhip, the Shoreham, being unfit for ſea) and by Mr. Barnes, purſer of the Worceſter, who having been an officer in the army, was very uſeful on this occaſion. Commodore Brown had the chief direction of all that was to be done at Gloria caſtle and St. Jeronimo fort; and captain Watſon, of the admiral's own ſhip the Burford, took care of the execution of all that was to be done at the Iron fort, where the walls of the lower battery, conſiſting of twenty-two guns, were nine feet thick, and of a hard ſtone cemented with fine mortar, that it was remarkably difficult to make any impreſſion in it for forming a mine.

On the 6th of December, captain Stapleton returned from his cruize off Carthagena, having taken two veſſels laden with ſtores and proviſions going to that place.

During admiral Vernon's ſtay at Porto-Bello, he ſent a letter to the preſident of Panama, demanding the releaſement of the factors, and ſervants belonging to the South-Sea Company, who were confined at that place, together with the reſtitution of their own perſonal effects, as well as thoſe of the aforeſaid company. In conſequence of this meſſage the preſident ſent an officer with Mr. Humphrys and Dr. Wright, factors, and alſo with the ſervants of the company, who were delivered to the admiral at Porto Bello.

Thus the fortifications of that place were demoliſhed. And though the admiral was not able to puſh his conqueſts farther up the country, yet the national advantage ariſing from what he had already done was very conſiderable, particularly as the traders of Jamaica had now a fair opportunity of opening an extenſive commerce with the Spaniards, who were fond of clandeſtinely conveying their money from Panama over the iſthmus. The

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The principal point now remaining was, to diſtreſs the galleons in Carthagena, by preventing them from receiving any ſupplies of naval ſtores and proviſions, which they greatly wanted; the admiral therefore, on the 11th December, ordered captain Knowles, in the Diamond, to accompany the ſquadron till their arrival off Carthagena, and then to cruize before that port, in order to intercept any ſupplies, and obſerve the motions of the galleons.

On the 13th day of December, the admiral ſailed, with his ſquadron, from Porto Bello, on his return to Jamaica; and having reaſon to conclude, from intelligence given him by captain Reddiſh, that the Ferrol ſquadron might be, by that time, in thoſe ſeas, on the 15th the admiral gave orders to all the captains, not on any account to hazard loſing company with the flag; and that in caſe of ſeparation, the firſt place of general rendezvous for twenty-four hours, ſhould be under Point a Canoe; but not ſeeing any thing of the admiral in that time, they were to make the beſt of their way for the next place of general rendezvous, namely, Port-Royal. The admiral being off Carthagena, on the 28th, diſpatched for England captain Renton, in the Spaniſh ſnow, called the Triumph, with the news of his ſucceſs at Porto Bello. His ſquadron, though afterwards diſperſed by hard gales, and receiving damage in their maſts and rigging, at laſt all joined the admiral at Port-Royal.

On the 13th day of March 1740, captain Renton arrived in England with his diſpatches from admiral Vernon. This ſignal ſucceſs was no ſooner made public, than bonfires blazed in every ſtreet, and the houſes were illuminated: the lords and commons joined in an addreſs of congratulation upon this ſucceſs of his majeſty's arms. The commons gratified every wiſh of the crown in voting ſupplies: thirty-

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five thouſand ſeamen were ordered for the ſervice of the enſuing year, and their pay to be four pounds a man per month, for thirteen months; one hundred and eighteen thouſand two hundred and fourteen pounds one ſhilling, was voted for maintaining ſix regiments of marines, conſiſting of four thouſand eight hundred and ninety men, commiſſion and non-commiſſion officers included. The total grants, for the ſervice of the year 1740, amounted to three million eight hundred and ſeventy-four thouſand ſeventy-ſix pounds three ſhillings and ſeven-pence three farthings *. A proclamation was iſſued, offering a bounty of two guineas on every able-bodied ſeaman, and thirty ſhillings on every ordinary ſeaman, that ſhould enter on board any of his majeſty's ſhips.

The king communicated to the houſe his intentions of marrying the princeſs Mary to prince Frederick of Heſſe Caſſel; on which the commons unanimouſly granted forty thouſand pounds for her fortune; and in May the ceremony of the marriage was celebrated by proxy; the duke of Cumberland repreſenting the prince of Heſſe; and in June the princeſs embarked for the continent. In June alſo died Frederick William, king of Pruſſia, who was ſucceeded by Frederick, his eldeſt ſon, who afterwards diſtinguiſhed himſelf as a warrior and legiſlator, and is ſtill ſeated on the throne.

The force of the Britiſh arms was chiefly directed againſt the Weſt-India ſettlements of the Spaniards, and the reduction of Porto Bello was conſidered only as an earneſt of more deciſive ſucceſs in that quarter of the world. The Spaniards had equipped a conſiderable ſquadron at Ferrol, with a deſign to ſend it to America, to check the progreſs of the Britiſh arms. To prevent the ſailing of this fleet, Sir John

* Annals of Europe, for 1740.

Norris

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Norris was ſent with a ſuperior one, with inſtructions either to block it up in port, or to purſue it if it had ſailed. In this expedition the duke of Cumberland ſerved as a volunteer. A long continuance of contrary winds prevented the admiral from clearing the Channel; ſo that the Spaniſh fleet, after having been joined by ſome French men of war, got out to ſea, and proceeded to the Weſt-Indies.

Meanwhile commiſſions had been iſſued for raiſing a regiment of four battalions in the Engliſh colonies in North America, which were to be tranſported to Jamaica, where the forces from England were to rendezvous. Theſe conſiſted of marines, and detachments from old regiments, which embarked in the month of October, at the Iſle of of Wight. Lord Cathcart, a nobleman of tried valour and ſkill in the art of war, commanded the land-forces; Sir Chaloner Ogle had the command of the fleet, which conſiſted of twenty-five ſhips of the line, beſides frigates, fire-ſhips, bomb-ketches, and tenders. They were likewiſe furniſhed with hoſpital-ſhips and ſtore-ſhips, freighted with proviſions, ammunition, all ſorts of warlike implements, and every kind of convenience. The nation entertained the moſt ſanguine hopes of ſucceſs, from an armament ſo completely equipped *.

At

* The following is a liſt of the men of war, &c. that ſailed from St. Helen's on the 26th of October, along with the tranſports for the Weſt-Indies.

Ships Names.	Captains.	Guns.	Men.
Ruſſel	Sir Chaloner Ogle Norris	80	600
Amelia	Hennington	80	600
Boyne	Leſtock	80	600
Carolina	Griffin	80	600
Chiceſter	Trevor	80	600
Cumberland	Steuart	80	600
Norfolk	Graves	80	600

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At this time happened an event, which ſpread the flames of war over great part of Europe. The emperor Charles VI. the laſt prince of the houſe of Auſtria, died at Vienna, on the 20th of October, and was ſucceeded in his hereditary dominions, by the arch-dutcheſs, Maria Tereſa, his eldeſt daughter, who was married to the grand duke of Tuſcany. But though her ſucceſſion, in virtue of the pragmatic ſanction, was guarantied by all the powers of Europe, it produced ſuch conteſts as kindled a dreadful war in the empire. No ſooner was the young king of Pruſſia informed of the emperor's death, than he

Ships Names.	Captains.	Guns.	Men.
Shrewſbury	Townſend	80	600
Torbay	Gaſcoign	80	600
Buckingham	Mitchell	70	480
Orford	Lord Auguſtus Fitzroy	70	480
Prince Frederick	Lord Aubery Beauclerc	70	480
Prince of Orange	Oſborn	70	480
Suffolk	Davers	70	480
Auguſta	Denniſon	60	400
Deptford	Mortyn	60	400
Dunkirk	Cooper	60	400
Jerſey	Lawrence	60	400
Lyon	Cotterel	60	400
Montagu	Chambers	60	400
Rippon	Jolley	60	400
Superbe	Hervey	60	400
Weymouth	Knowles	60	400
York	Cotes	60	400
Litchfield	Cleland	50	300
HOSPITAL SHIPS.			
Princeſs Royal	Tucker		95
Scarborough	Carter		95
FIRE SHIPS.			
Ætna	Fenwick		45
Phaeton	Kennedy		45
Strumbolo	Hay		45
Firebrand	Barnard		45
Veſuvius	Gay		45
Vulcan	Pellet		45
			12560

entered

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entered Silesia at the head of twenty-thousand men. At the same time the elector of Bavaria refused to acknowledge the arch-dutchess as queen of Hungary and Bohemia; alledging his pretensions to those countries, as the descendant of the emperor Ferdinand I. who was head of the German branch of the house of Austria.

Admiral Vernon did not remain long inactive after his return to Jamaica from his expedition against Porto Bello. He had been joined by the Greenwich man of war, with fireships, bomb-vessels, and storeships. The Burford, on board of which the admiral had hoisted his flag at the taking of Porto Bello, having run upon a rock off Point Canoa, was found so leaky when she came into Port-Royal, that she was obliged to be careened before she could again put to sea, the admiral therefore hoisted his flag on board the Strafford, and proceeded to sea the latter end of February, having with him the Strafford, Princess Louisa, Windsor, Greenwich, and Norwich. The Burford was ordered to follow as soon as she could be got ready, as was also the Torrington. The admiral's design was to make an attack upon Carthagena.

This place is rendered important by its harbour, which is one of the best that is known. It is two leagues in extent, and has a deep and excellent bottom. There the waters are less agitated than on the calmest rivers. At the time we are speaking of, there was no passage into this harbour but by the canal of Bocca Chica, which was so narrow, that only one vessel could pass without being exposed to the cross batteries of forts erected on both sides.

The admiral proceeded on his way with a favourable wind, and on the 1st of March he got sight of the high land of St. Martha, on the Spanish main, and after ordering captain Windham, in the Greenwich,

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wich, to ply up in the night and lie to windward of the port, for intercepting whatever might be going in there, the admiral bore away with an eaſy ſail for Carthagena.

On the 3d at noon he was joined by the Falmouth captain Douglas, and that evening he anchored before the town with his ſquadron, in nine fathom water, in the open bay called Playa Grande; and on the 6th he ordered in all the bomb ketches, with the ſmall ſhips and tenders for covering and aſſiſting them, and continued bombarding till nine in the morning. The ſquadron received no damage from the town; but our ſhells fell there with pretty good ſucceſs, particularly into the principal church, the Jeſuits college, and the cuſtom houſe, demoliſhing ſeveral houſes between them; and a ſhell which fell upon the ſouth baſtion, ſilenced a battery of ten guns there for a long time.

The inhabitants were all this time in the utmoſt conſternation; but our ſquadron was too inconſiderable to attempt any thing further; and accordingly the admiral, after giving orders to the ſeveral captains, that in caſe of ſeparation, after leaving their preſent ſtation off Carthagena, they ſhould make the beſt of their way to the next general rendezvous, either in the harbour of Porto Bello, or off the mouth of the river Chagre in the bay, to the eaſtward of it, weighed on the ninth, and made ſail with his ſquadron.

After making the ſignal for the line of battle, he coaſted along the ſhore towards Bocca Chica, obſerving at that time the particulars for regulating any future deſcent that might be intended againſt Carthagena, while the Spaniards fired at him from the three ſmall caſtles without Bocca Chica, though none of their ſhot reached him.

The admiral having received intelligence, that Don Joſeph de Herrera in the Vizara, a Spaniſh man of

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of war, had received orders from Don Blas de Leſo, governor of Carthagena, to come and join him at that place, together with the St. Juan, another Spaniſh man of war, and a ſnow; he on the 9th ordered captain Berkley in the Windſor, with the Greenwich, captain Wyndham, to cruize off the port of Carthagena for twenty days, to intercept, take, or deſtroy the ſaid men of war, but more eſpecially to watch the motions of the galleons. After this the admiral made ſail for Porto Bello, in order to repair the damage which the ſmall craft had received in the late expedition.

On the 13th being joined by captain Knowles in the Diamond, the admiral ordered him to go on board the Succeſs fireſhip, and accompanied with the brig tender, to get off the mouth of the Chagre, and there make all proper obſervations, how the fort at the mouth of that river might be attacked, whether by bombardment or cannonading; and particularly to inform himſelf of the ſoundings and depth of water thereabouts, to be certain how near any of the ſhips could approach, and to obſerve what convenient landing places might be near, and return to the admiral as ſoon as he could, who would be making an eaſy ſail after him, and lie off the ſaid river till he ſhould receive information, on which he was to form his future plan of operations.

Next day the admiral anchored with his ſquadron in Porto Bello harbour, and on the eighteenth detached the Eleanor with another ſloop to cruize off the mouth of the Chagre for ſeven days, or till the ſquadron ſhould appear off that river, in order to prevent the Spaniſh privateer ſloops from putting to ſea from thence, and to intercept any thing that might be coming thither. The Strafford and Norwich, with all the ſmall veſſels being watered, the admiral got

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got out to ſea on the 22d, being the better enabled to undertake the expedition; as during his ſtay at Porto Bello, he had got an exact draught of all the coaſt from Porto Bello to Chagre, and of the mouth of that river, and the ſhoal before it, from Lowther the pirate, who by this piece of ſervice to his country, took the opportunity of obtaining his pardon, and returning to England: he at the ſame time had left orders with the Louiſa and Falmouth to haſten their watering, and then follow him. But an accident in the admiral's fore-top-ſail-yard retarding his progreſs, he ordered captain Herbert in the Norwich, to make all the ſail he could, and enter the harbour of Chagre before him, with the bomb-ketches, and all the fire-ſhips and tenders under his command; with captain Knowles as engineer; to place the bomb-ſloops, in order for playing on the caſtle of St. Lorenzo, at the mouth of the river, and to cover them with his own and the other ſhips then there.

The ſame day, by three in the afternoon, captain Knowles got to anchor, and began bombarding and cannonading that evening. By ten at night the admiral got alſo to an anchor with his own ſhip the Strafford, as did the Falmouth and Princeſs Louiſa, which followed him the ſame night. They continued bombarding, and three ſhips kept firing leiſurely the guns of their lower tier till Monday the 24th, when the Spaniards hung out a flag of truce from the fort, which the admiral anſwered from his own ſhip. Then ſtopping any farther execution as ſoon as poſſible, he ſent captain Knowles a-ſhore, who ſoon returned with Don Juan Carlos Gutierer de Ranettas, governor of the fort, to whom the admiral granted a capitulation, the ſubſtance of which was, that upon his Britannic majeſty's troops being put into immediate poſſeſſion of fort St. Lorenzo, the guarda coſta ſloops, and the king of Spain's cuſtom-houſe being

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being alſo delivered up, the governor, with his garriſon, might march where they pleaſed, and the town of Chagre be preſerved in all their immunities.

The capitulation being thus ſettled and agreed to, the admiral ſent the governor a-ſhore with captain Knowles; appointing the latter governor of the caſtle for his Britannic majeſty, and a garriſon with him of five lieutenants and one hundred and twenty men with all the boats of the fleet to land them: when by three o'clock that afternoon, captain Knowles entered the fort with his garriſon. The ſame evening captain Knowles placed a guard upon the cuſtom-houſe, lying on the oppoſite ſide of the river Chagre; and the admiral came on ſhore himſelf by day-break next morning, to give the neceſſary orders; when, finding the cuſtom-houſe full of goods for loading the galleons, ſuch as guayaquil cacao, jeſuits bark, and Spaniſh wool, he gave immediate orders for their being ſhipped off. The number of ſerons and bags of goods amounted to forty-three hundred. The two guarda coſta ſloops in the river, being all that were left in thoſe parts, were ſunk juſt above the cuſtom-houſe, after their decks were firſt broken up and otherwiſe rendered uſeleſs.

The cuſtom-houſe being entirely cleared by Friday the 28th, was filled with combuſtible matter and ſet on fire that evening, which burnt with great fierceneſs all that night.

On the 29th in the morning, eleven braſs cannon, and as many patteraroes of the ſame metal, together with the Engliſh garriſon, being embarked, mines were ſprung under the lower baſtion which entirely demoliſhed it; then two more were ſprung to blow up ſome of the upper parts of the works; and afterwards all the inner buildings of the caſtle were ſet on fire and kept burning all the night of the 29th. On the 30th vice-admiral Vernon put to ſea with his

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ſquadron; and on the 1ſt of April in the evening, he got to the mouth of the harbour of Porto Bello, where he was joined by the Windſor and Greenwich, juſt arrived from their cruize off Carthagena: and on the 2d he was alſo joined by the Burford*. Admiral Vernon with the chief of his ſquadron ſoon after returned to Jamaica, and on the third of May he arrived ſafe at Port Royal.

In the town and fort of Chagre were found two thouſand eight hundred and ninety-two ſerons, two butts and five hogſheads of cocoa; one thouſand two hundred and forty ſerons, four butts four hogſheads and twelve puncheons of Jeſuit's bark, and three hundred and twenty-ſeven bails of Viconia wool; the whole valued at ſeventy thouſand pounds, beſides plate and other effects to a conſiderable amount. So that the officers and ſeamen were handſomely rewarded for reducing the caſtle †. About the beginning of June, admiral Vernon received advice by a packet, ſent expreſs to him from lord Tyrawley, the Britiſh miniſter at Liſbon, that the Spaniſh ſquadron was ſailed from Cadiz, and ſuppoſed to be deſigned for the Weſt-Indies; whereupon the admiral ſailed out immediately with his ſquadron upon a cruiſe to the windward, hoping to have the good fortune to meet with them in their paſſage; but after cruiſing for ſome days and receiving no information concerning them he returned to Jamaica. The abatement of this commander's zeal firſt appeared in the ſhortneſs of this cruiſe.

Admiral Vernon now became the idol of the people, being looked upon as another Drake or Ruſſel in England, a ſecond Raleigh or Blake in America, and a high veneration was paid to his name among all ranks and conditions of men in the Britiſh domi-

* Admiral Vernon's diſpatches, publiſhed in the London Gazette.
† Annals of Europe.

nions.

nions. His majesty was so fully persuaded of the admiral's zeal for his service, and his good conduct in taking such measures as would most effectually conduce thereto, that he left it entirely to his discretion to act against the Spaniards, in such manner and in such places as should appear to him best for answering the ends proposed by his majesty's former orders. His majesty also gave particular commands to the duke of Newcastle, to assure the admiral of his entire approbation of his conduct in the late expedition, and the humanity with which he treated the inhabitants after the reduction of Porto Bello.

The Princessa, a Spanish war, having sixty-eight guns and six hundred men, happened to fall in with the Lenox, on board of which was commodore Maine, the Kent, captain Durell, and the Orford, lord Augustus Fitzroy. The Spanish ship was high built, and thereby possessed the advantage of being able to fire her lower tier of guns in bad weather. She was larger than our first-rates, her guns of an uncommon size, and most of them brass. She was esteemed one of the finest vessels in the navy of Spain. The action began about eleven in the morning, and was maintained with great firmness, though with a cool and deliberate valour, until a quarter after five in the afternoon, when the Spanish captain * struck to lord Augustus Fitzroy. When she was brought into Portsmouth, her strength, and the appearance of the slaughter which had been made among her crew, testified the obstinacy of the combat. Captain Durell had one of his hands shot away in the action. She was taken off Cape Finisterre.

The parliament assembled on the 15th day of November, 1740. Forty thousand seamen were voted at the usual rate per man, also four thousand six

* Don Parlo Augustino de Gera. This action happened on the 8th day of April.

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hundred and twenty marines; for the raiſing and maintaing of which ninety thouſand two hundred and one pounds and ten ſhillings was granted. The ſum of one hundred and eighty-four thouſand ſix hundred and ninety-one pounds ten ſhillings and ten pence was granted to his majeſty, for the ordinary of the navy, including half pay to ſea-officers. Two hundred and ſixty-ſix thouſand five hundred and twelve pounds ſixteen ſhillings and five-pence half-penny was voted for maintaining his majeſty's forces and garriſons in the plantations, Minorca, Gibraltar, and for proviſions for the garriſons at Annapolis Royal, Canſo, Placentia, Gibraltar and Georgia. The whole of the ſupplies granted to his majeſty for the ſervice of the year 1741, amounted to five millions eighteen thouſand ſix hundred and fifty-one pounds and five-pence farthing *.

On the 10th day of February 1740-41, Sir Charles Wager preſented to the houſe of commons, purſuant to their addreſs to his majeſty, the following eſtimate of the debt of the navy.

* Annals of Europe.

Navy-

Navy-Office, Feb. 6. 1741.

An Eſtimate of the Debt of his Majeſty's Navy, on the Heads hereafter mentioned, as it ſtood on the 31ſt of December, 1740.

Heads of the Naval Eſtimates	Particulars. £.	s.	d.	Total. £.	s.	d.
Wear and Tear, ordinary and extraordinary Repairs.						
Due to pay off and diſcharge all the bills regiſtered on the courſe of the navy for ſtores, &c. employed for the ſervice thereof	314179	0	0			
To pay off and diſcharge bills regiſtered on the ſaid courſe for premiums allowed by act of parliament on naval ſtores, the whole ſum regiſtered in the year 1740, amounted to 150811. 7s. 5d. whereof remains unpaid.	6548	0	0			
For freight of tenders and tranſports, and for ſtores delivered into his majeſty's ſeveral yards, &c. for which no bills were made out on the aforeſaid 31ſt of December 1740, as alſo to ſeveral bills of exchange.	111470	12	0			
To his majeſty's yards and rope-yards for the ordinary and extraordinary.	160838	0	0			
For half-pay to ſea-officers, according to an eſtabliſhment made by his late majeſty in council in that behalf.	13157	0	6			
				606192	12	6

Seamen

Seamens Wages.	Particulars. £.	s.	d.	Total. £.	s.	d.
Due to pay the men, &c. unpaid on the books of ships paid off. ——	64797	17	3½			
To ships in sea-pay on the abovesaid 31st of December 1740. —	803727	0	0			
To discharge and pay off all the bills entered in course for pilotage, surgeons necessaries, bounties to widows and orphans of men slain at sea, &c. — — — — —	19457	0	0			
				887981	17	3½

Victualling Debt, as per Estimate, received from those Commissioners, viz.

Due for short allowance to the companies of his majesty's ships in pay, and which have been paid off. — — — — —	15665	13	0			
For paying off all the bills entered on their course. —— ——	250119	16	11			
For necessary money, extra necessary money, bills of exchange and contingencies. — — — — —	7178	16	2			
To the officers, workmen and labourers, employed at the several ports.	12606	6	2			
				285570	12	3

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Sick and Wounded, the Debt of that Office, as per Eſtimate, received from thoſe Commiſſioners, viz.

	Particulars.			Total. £.	s.	d.
Due for the quarters and cure of ſick and wounded ſeamen ſet on ſhore from his majeſty's ſhips at the ſeveral ports, and for priſoners of war and contingencies relating to the ſaid ſervices.	—	—		42192	6	2
The total of the ſum amounts to — — — — — —	—	—		1821937	8	2 ½
From whence deducting the Money in the treaſurer's hands. — — —	111356	7	1½	520411	16	4 ½
And alſo the money that remained to come in of the ſupplies of the year. —	409055	9	3½			
The debt will then be — — — — —	—	—		1301525	11	10

Memorandum. *The following Particulars, if provided for by Parliament, muſt be deducted from the foregoing Debt, viz.*

The charge of tranſports hired to carry the forces under the command of lord Cathcart, amounting to — — —	105275	18	8	229840	6	8 ½
As alſo the expence of victuals provided for the ſoldiers employed in the expeditions to America. — — —	124564	8	0½			
The net debt will then be — — — — —	—	—		1071685	5	11½

Memo— *Richard Haddock, James Acworth, Thomas Pearſe, J. Fowler, John Phillipſon.*

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Memorandum. *There was remaining in the late and preſent Treaſurers of the Navy's Hands on the 31ſt of December 1740, in Money as undermentioned, and may be reckoned towards ſatisfying the aforeſaid Debt.*

In what Treaſurers Hands.	In Money.	On the Heads of Wear and Tear and Ordinary.	Seamens Wages.	Victuals.	Total.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Right Hon. Patee Lord Viſcount Torrington.	In money ——	1467 6 8	4076 8 11½	6 11 5½	5634 0 6½
	Ditto towards the debt of ſick and wounded ſeamen. ——		73 13 5		
Right Honourable Arthur Onſlow, Eſq;	In money — —	18131 15 11½	26132 5 1½	38323 13 10½	105722 6 7
	Ditto towards the debt of ſick and wounded ſeamen. — —		23134 11 8		
	Total	19599 2 7½	53416 19 2	38340 5 4	111356 7 1½

N. B. There remained on the 31ſt of December laſt to come in of the ſupplies of the year 409055 9 3½

A bill

A bill was brought in by the miniſtry, the profeſſed purpoſe of which was, for the encouragement and increaſe of ſeamen, and for the better and ſpeedier manning of his majeſty's fleet; under colour of which a power was given to juſtices of peace, to iſſue their warrants to conſtables and headboroughs, authorizing them to ſearch by day or by night, for ſuch ſea-faring men as ſhould conceal themſelves within their juriſdiction. A power was hereby given to theſe inferior officers, to force open doors in caſe of reſiſtance, and for every ſeaman which they found, and delivered over to the regulating captain, they were entitled to a certain gratuity. Its farther object was to eſtabliſh a general regiſter for ſeamen in his majeſty's ſervice. The tendency of this act was violently reprobated by the members in oppoſition. On this occaſion, the ſpeakers that moſt eminently diſtinguiſhed themſelves were, Sir John Barnard, Mr. Pulteney, Mr. Sandys, lord Gage, Mr. Pitt, and Mr. Lyttelton; who, in a very able manner, contended for the inherent right, which every Britiſh ſubject poſſeſſed, of receiving protection and ſecurity from the laws of his country; whilſt the object of this act was to expoſe them to outrage and violence. Mr. Pitt directed all the thunder of his eloquence againſt a deſign, calculated to eſtabliſh the power of the crown upon the deſtruction of the liberties of the people, and ſhewed that the plea of neceſſity which was made uſe of by thoſe, who countenanced the bill, was futile and inadmiſſible. Mr. H. Walpole attempted to combat theſe arguments, by perſonal ſarcaſms on the members who had urged them; he threw out ſome illiberal reflections on Mr. Pitt's youth, and obſerved, that the diſcovery of truth was very little promoted by pompous diction and theatrical emotion. Theſe invectives occaſioned Mr. Pitt again to riſe. He ſaid, he would

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not undertake to determine whether youth could be juſtly imputed to any man as a reproach: but he affirmed, that the wretch, who after having ſeen the conſequence of repeated errors, continues ſtill to blunder, and whoſe age has only added obſtinacy to ſtupidity, is ſurely the object of either abhorrence or contempt, and deſerves not that his grey hairs ſhould ſecure him from cenſure: much more is he to be abhorred; who, as he has advanced in age, has receded from virtue, and becomes more wicked with leſs temptation; who proſtitutes himſelf for money, which he cannot enjoy; and employs the remnant of his days in plotting the ruin of his country.—Such were the arms with which this able ſtateſman, "ſhook corruption on its venal throne." The nation in general were alarmed at the tendency of this bill. Petitions were preſented from the city of London and county of Glouceſter, againſt the bill, as detrimental to the trade and navigation of the kingdom, by rendering ſailors averſe to the ſervice, inſtead of encouraging them to enter into it. But theſe repreſentations were received with an undiſguiſed contempt: however, every exceptionable clauſe produced a warm debate, and in its progreſs through the houſes, it underwent ſuch alterations and amendments, as ſtripped it of thoſe ſevere clauſes which it at firſt contained.

The prime miniſter had by this time rendered himſelf extremely unpopular throughout the kingdom. The manner in which the war was proſecuted, ſpread a general diſſatisfaction. Fleets had been equipped at a vaſt expence, but their deſtination had ended in nothing more than empty parade. Murmurs were circulated through the kingdom; becauſe whilſt Great Britain poſſeſſed an unqueſtionable ſuperiority at ſea, a Spaniſh fleet had ſailed from Cadiz, and after that from Ferrol, without annoyance. The com-

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commerce of England ſuffered eſſentially from the vigilance of Spaniſh cruiſers, whilſt the captures made upon the Spaniards were inadequate to the loſſes ſuſtained. As a farther incentive to national diſcontents, the court of France no longer adhered to thoſe pacific meaſures, which had hitherto been purſued under the adminiſtration of Cardinal Fleury. This benignant miniſter had indeed the addreſs to lay aſleep that reſtleſs and contentious ſpirit, which was ever prompting that kingdom to embroil the ſtates of Europe. This return to its habitual propenſities, appeared in orders being iſſued for the harbour and fortifications of Dunkirk to be repaired; the French king had ſent out a ſquadron to the Weſt-Indies, in conjunction with the fleet of Spain, ſo that a rupture with France, was conſidered as an event at no great diſtance. This poſture of public affairs cauſed the power of the miniſtry to decline, and the oppoſition to gain ſtrength.

During this ſeſſion a bill was brought in to prohibit the practice of inſuring ſhips belonging to the enemies of the nation; but it was vigorouſly oppoſed by Sir John Barnard and Mr. Willimot, who proved that this kind of traffic was advantageous to the kingdom, and the ſcheme was therefore dropped.

On the 18th of March an addreſs was preſented to his majeſty by both houſes of parliament, congratulating him on admiral Vernon's ſucceſs, by entering the port and taking the town of Porto Bello, and demoliſhing all the forts and caſtles belonging thereto, "with ſix ſhips of war only;" and repreſenting, that it could not fail of giving the utmoſt joy to all his majeſty's ſubjects, ſince it afforded the moſt reaſonable hopes that it might highly contribute to the obtaining real and effectual ſecurity of thoſe juſt rights of navigation and commerce belonging to his majeſty's ſubjects, for the preſervation of which his majeſty had entered into that neceſſary war.

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An addreſs was alſo preſented to his majeſty by the city of London on the ſame occaſion. The parliament voted, that the thanks of both houſes ſhould be tranſmitted to the admiral for his eminent ſervices. And the citizens of London, as a farther mark of diſtinction voted him the freedom of the city, to be preſented to him in a gold box.

Before we enter upon the naval operations of the year 1741, the following accurate liſt of the navy, and the deſtination of each ſhip will be neceſſary, in order to convey to our readers an idea of the ſtrength of the kingdom at that time,

A LIST of his Majeſty's ROYAL NAVY.

Thoſe with this Mark were on the Ordinary, the reſt in Commiſſion.*

H. O. and *V.* ſhew the Ships which were of Admiral Haddock's, Ogle's, and Vernon's Squadron.

First Rate, 100 Guns, 850 Men, 1700 to 2000 Tons.

Ships.	Captains.	Places and Admirals.
Royal Anne*		
Britannia*		
R. George	Allen	Chatham
London*		
R. Sovereign	Eaulkener	
Victory	Falkland	Portſmouth
R. William*		Portſmouth

Second Rate, 90 Guns, 750 Men, from 14 to 1600 Tons

Barfleur*		Chatham
Blenheim*		Portſmouth
Duke	Com. Brown	Chatham
St. George	Dilks	Portſmouth
Pr. George*		Chatham
Marlborough	Clinton	Chatham
		Namure*

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Ships.	Captains.	Places and Admirals.
Namure*		Portſmouth
Neptune	Whorwood	Chatham
Prince*		Chatham
Ramillies		Portſmouth
Princeſs R.*		Chatham
Sandwich	Mead	
Union*		

Third Rate, 80 Guns, 600 Men, from 1100 to 1400 Tons.

Amelia P.	Hemington	Jamaica, *O.*
Boyne	Leſtock	
Caroline P.	Griffin	
Cambridge		Spithead
Chicheſter	Trevor	Jamaica, *O.*
Cornwall*		Chatham
Cumberland	Stuart	Liſbon
Devonſhire*		Woolwich
Dorſetſhire*		Portſmouth
Lancaſter	Coyley	Mediterranean, *H.*
Newark		Chatham
Norfolk	Graves	Jamaica, *O.*
Ruſſel	Norris	
Shrewſbury	Townſend	
Somerſet	Barneſley	Mediterranean, *H.*
Torbay	Gaſcoigne	Jamaica, *O.*

70 G. 480 M.

Berwick*		Portſmouth
Bedford*		
Buford	Watſon	Jamaica, *V.*
Buckingham	Young	Spithead, ret.
Captain*		Woolwich
Edinburgh*		Chatham
Frederick P.	Ld. A. Beauclerk	Jamaica, *O.*
Graton	Rycault	Spithead
Elizabeth	Durell	Portſmouth
Eſſex	Robinſon	Deptford
Hampton Court	Dent	Jamaica, *V.*
Ipſwich	Martin	Mediterranean, *H.*
Kent	Mitchel	Spithead

Lenox

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Ships.	Captains.	Places and Admirals.
Lenox	Covil Mayne	Portſmouth
Monmouth*		Deptford
Naſſau	Medley	Sheerneſs
Northumberland*		Woolwich
Orange P.	Oſborne	Liſbon, *O.*
Norwich	Herbert	Jamaica, *V.*
Royal Oak*		Plymouth
Orford	Ld. Aug. Fitzroy	Jamaica, *O.*
Revenge*		Deptford
Suffolk	Davies	Jamaica, *O.*
Stirling-caſtle*		Chatham
Yarmouth*		Portſmouth

Fourth Rate, 60 Guns, 400 Men, from 600 to 1000 Tons.

Auguſta	Denniſon	Jamaica, *O.*
Canterbury*		Plymouth
Centurion	Anſon	*Secret Service.*
Dragon	Barnard	Mediterranean, *H.*
Deptford	Moſtyn	Jamaica, *O.*
Dunkirk	Cooper	Jamaica, *O.*
Dreadnought*		Portſmouth
Defiance		Jamaica, *V.*
Exeter*		Plymouth
Jerſey	Laurence	Jamaica, *O.*
Kingſton	Rich. Norris	Plymouth
Pr. Louiſa	Stapleton	Jamaica, *V.*
Lion	Cotterel	Jamaica, *O.*
Mary Princeſs*		Portſmouth
Medway*		Portſmouth
Montague	Chambers	Jamaica, *O.*
Nottingham*		Sheerneſs
Pembroke	Lee	Mediterranean, *H.*
Plymouth	Sir Rog. Butler	Mediterranean, *H.*
Rupert	Ambroſe	Sheerneſs
Rippon	Jolly	Jamaica, *O.*
Sunderland	Byng	Mediterranean, H.
Strafford	Trevor	Jamaica, *V.*
Superb	Harvey	Liſbon, *O.*
Tilbury	Long	Jamaica, *V.*
Windſor	Berkeley	Jamaica, *V.*

Warwick

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Ships.	Captains.	Places and Admirals.
Warwick	Toller	Mediterranean
Weymouth		gone to Jamaica
Worceſter	Perry-Mayne	Jamaica, *V.*
York	Gotes	Jamaica, *O.*
50 G. 300 M.		
Advice		Mediterranean
Aſſiſtance	Cleland	Spithead
St. Albans	Vincent	Turky Convoy
Antelope*		Woolwich
Argyle	Lingen	Convoy to Med.
Briſtol	Young	Plymouth
Chatham	Strange	Africa
Colcheſter	Sir Will. Hewit.	Off the Lizard
Cheſter	Slaughter	Portſmouth
Dartmouth*		Woolwich
Falkland	Oliphant	Portſmouth
Falmouth	Douglas	Jamaica, *V.*
Greenwich		Woolwich
Glouceſter	Mitchel	Anſon
Guernſey	John Forbes	Nore
Hampſhire*	building at	Ipſwich
Litchfield	Knowles	Jamaica, *O.*
Leopard*	building at London in a merchant's yard,	
Nonſuch*		
Newcaſtle	Fox	Cape Finiſterre
Norwich		Jamaica, *V.*
Oxford	Ruſſel	Mediterranean, *H.*
Portland	Hawes	Barbadoes
Preſton*		Plymouth
Panther	Cotes	Cork
Ruby	Frogmore	Briſtol
Romney	Smith	Convoy, *H.*
Rocheſter	Allen	Portſmouth
Saliſbury	Peter Oſborne	Cork
Severn	Legge	Anſon
Sutherland*	building at	London
Tyger	Forbes	Sheerneſs
Woolwich*		Deptford
Winchester	Lloyd	Virginia

Fifth

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Fifth Rate, 40 Guns, 250 Men, from 500 to 600 Tons.

Ships.	Captains.	Places and Admirals.
Angleſea	Reddiſh	Weſt-Indies, *V.*
Adventure*		rebuilding at Hull.
Diamond*		Portſmouth
Dover	G. Burriſh	Sheerneſs
Eltham	Smith	Portſmouth
Enterprize*		rebuild. at Liverpool
Folſtone*		
Fowey*		Portſmouth
Feverſham*		rebuild. at London
Goſport*		rebuild. at Liverpool
Haſtings*		ditto
Hector	Sir Yelverton Peyton	Virginia
Kingſale*		rebuilding
Ludlow-caſtle		Jamaica, *V.*
Lark	Ld. G. Graham	Convoy to Turkey
Liverpool	Ld. Bamf	
Lynn*		rebuild. at London
Mary Galley	John Durell	Convoy
Pearl	Kidd	Anſon
Roebuck	Crawford	Portſmouth
Sapphire*		rebuild. at London
South-Sea-caſtle	Cuzack	Virginia Convoy
Torrington	Knight	Jamaica

Sixth Rate, 20 Guns, 130 Men, from 300 to 400 Tons.

Alborough	Pocock	Mediterranean, *H.*
Blandford	Burriſh	Spithead
Biddeford	Ld. Forreſter	Cork
Bridgwater	Pet	Lynn
Deal-caſtle	Weſt	Spithead
Durſley Galley	T. Smith	Mediterranean, *H.*
Dolphin	Holbourne	Leith
Experiment	Renton	Jamaica, *V.*
Flamborough	Pearce	New York
Fox	Maſters	Plymouth
Gibraltar	Wager Purvis	Finiſterre
Greyhound	Balchen	Deptford
Garland	Watſon	Mediterranean
		Kennington

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Ships.	Captains.	Places and Admirals.
Kennington	Peyton	Conv. from Liſbon
Loweſtaffe	Drummond	Leeward Iſlands
Lyme	Ld. Mont. Bertie	Cork
Lively	Swayſland	Guernſey
Phœnix	Tanſhawe	South Carolina
Portmahon	Pawlet	Portugal Convoy
Roſe	Frankland	Bahama Iſlands
Rye	Luſhington	Oporto
Seahorſe	Limeburner	Jamaica, *V.*
Shoreham	Boſcawen	Jamaica, *V.*
Squirrel	Warren	New York
Seaford*		building at Shoreham
Sheerneſs	R. Maynard	Jamaica, *V.*
Solebay*		building at Plymouth
Succeſs	Thompſon	Nore
Scarborough	Liſle	Lizard
Tartar Pink	Townſhend	S. Carolina
Winchelſea		cruiſing off C. Finiſterre
Wager	Chepe	Anſon
R. Caroline	Sir Charles Hardy	Deptford 10g. 7om.

FIRE SHIPS.

Fire Ships.	C.	Sw.	M.	Captains.	Places.
Anne Galley	8	0	55	Hughes	Mediterranean
Ætna	8		45	Fenwick	Jamaica, *O.*
Blaze	8		45	Gideon	Lyme
Cumberland	8		45	Broderick	Jamaica, *V.*
Duke	8		45	Rue	Mediterranean
Eleanor	8		45	Coleby	Jamaica, *V.*
Firebrand	8		45	Barnard	Jamaica, *O.*
Mercury	8		45		Mediterranean
Phaeton	8		45	Kennedy	Jamaica, *O.*
Scipio	8		45	Campbell	Lyme
Strombulo	8		45	Hay	Jamaica, *O.*
Succeſs	8		55	Hore	Jamaica, *V.*
Veſuvius	8		45.	Guy	Jamaica, *O.*
Vulcan	8		45	Potter	Jamaica, *O.*
Alderney	8	12	60	Scott	Jamaica, *V.*
Salamander	6	8	60	Harriſon	Mediterran. *H.*
Terrible	6	8	90	Allen	Jamaica, *V.*

The three laſt two Mortars each.

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BOMB SLOOPS, 10 Car. 13 Sw. 80 Men.

Ships.	Captains.	Places and Actions.
Blaſt	Holcomb	Portſmouth
Baſiliſk	Peddie	Whitehaven
Carcaſe	Gage	Milford
Furnace	Philpot	Yarmouth
Lightning	A'Court	Waterford
Thunder	Gregory	Liverpool

Sloops.	C.	Sw.	M.		
Bonetta	8	12	90	Young	Oporto
Cruizer	8	12	90	Wakeman	Longreach
Drake	8	12	90		rebuilding in London
Deptford Prize	10		60	Pritchard	Portſmouth
Fly	8	12	90	Smith	Liſbon
Grampus	6	10	70	Bret	Portſmouth
Hawk	8	12	90		rebuilding at London
Hound				Cooper	off the Start
Otter	4	4	45	Dumareſque	Yarmouth
Pembrok Prize	8	10	80		Spithead
Seafire				Hamilton	
Shark	8	12	90	Goddard	Milford
Spy	8	12	70	Cook	from Jamaica
Swift*	4	4	45		Plymouth
Spence	8	12	90	Laws	Bahama
Saltaſh	8	12	90	Toms	Leeward Iſles
Tryal	8	12	90	Murray	Anſon
Wolf	8	12	90	Dandridge	Virginia
R. Eſcape	4		30	Hamar	Nore

Store Ships.					
Deptford	24	16	120		Deptford
Aſtrea	24	16	120	Percival	Jamaica, *V.*

Hospital Ships.					
Pr. Royal	18		92	Tucker	Jamaica, *O.*
Scarborough	18		92	Carter	Jamaica, *O.*

YACHTS.

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YACHTS.

Ships.	C.	Sw.	M.	Captains.	Places and Adm.
Charlotte	8		40	Williams	Greenwich
Dublin	12		50	Wemer	Dublin
Fubbs	8		40	Danzy	Greenwich
Catharine	8		40	Bridge	
Mary	8		40	Molloy	
Wm. & Mary	8		40	Perry	Holland

SMALL YACHTS.

Bolton	6		12		Wight
Chatham	4		6		Chatham
Drake	6	4	24		Plymouth
Portſmouth	4		5		Portſmouth
Queenbro'	6		7		Sheerneſs
San Antonio Prize				Marſhal	

Smacks and tenders now impreſſing at the ſeveral ports of Great Britain and Ireland 41; hoys, lighters, and great boats 22; hulks 8.

It will be neceſſary to ſubjoin the following abſtract.

A Liſt of the Royal Navy of Great Britain, *as ſtationed* February 1, 1741.

In England, 7 firſt rates, 13 ſecond, 22 third, 26 fourth, 15 fifth, and 11 ſixth rates, 2 fireſhips, 6 bomb ſloops, 1 ſtoreſhip, 13 ſloops, 4 yachts, and 5 ſmall yachts.

In Ireland, 2 fourth, 2 ſixth rates, and 1 yacht.

At Leith in Scotland, 1 ſixth rate.

In Holland, 1 yacht.

Cape Finiſterre, 1 fourth and 2 ſixth rates.

Oporto, 1 ſixth rate, and 1 ſloop.

Liſbon, 1 third rate, and 1 ſloop.

Mediterranean, 3 fourth, 1 ſixth rate, and 3 fireſhips.

With admiral Haddock, 3 third, 6 fourth, and 2 ſixth rates, and 1 fireſhip.

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In Africa, 1 fourth rate.
New York, 2 ſixth rates.
Virginia, 1 fourth, 2 fifth rates, and 1 ſloop.
South Carolina, 2 ſixth rates.
Bahama Iſlands, 1 ſixth rate, and 1 ſloop.
Barbadoes, 1 fourth rate.
Leeward Iſlands, 1 ſixth rate, and 1 ſloop.
Jamaica ſtation, 1 fourth, and 1 fifth rate.
With admiral Vernon, 3 third, 8 fourth, 2 fifth, 4 ſixth rates, 5 fireſhips, and 1 ſtoreſhip.
With admiral Ogle, 12 third, 10 fourth rates, 6 fireſhips, and 2 hoſpital ſhips.
With commodore Anſon, 3 fourth, 1 fifth, and 1 ſixth rate, and 1 ſloop.
Convoys, 1 fourth, 2 fifth, and 2 ſixth rates.
Total, 7 firſt, 13 ſecond, 41 third, 64 fourth, 23 fifth, and 33 ſixth rates, 17 fireſhips, 6 bomb ſloops, 2 ſtoreſhips, 2 hoſpital-ſhips, 19 ſloops, 6 yachts, and 5 ſmall yachts. In all, 238.

It will now be neceſſary to follow Sir Chaloner Ogle, with his fleet, to the Weſt-Indies. Soon after he had cleared the Channel, he was overtaken by a tempeſt, which diſperſed his fleet; and as he had the outward-bound merchantmen under his convoy, the whole amounted to one hundred and ſeventy ſail: but this diſaſter did not prevent him from proſecuting his voyage without putting into port. The 19th day of December he arrived at the neutral Carribbean Iſland of Dominica, where lord Cathcart died of a dyſentery the day after their arrival. His lordſhip had been indefatigable to procure every poſſible information reſpecting the ſituation and ſtrength of the enemy in the Weſt-Indies, and was a man every way qualified to command on the ſervice upon which he was ſent. His courage was unqueſtionable, and this quality was properly tempered with prudent caution: he was greatly beloved both by the officers and the ſoldiers for his humanity, generoſity,

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heroſity; and affability; his death was therefore prophetically deemed a loſs to his country, eſpecially as it was followed by the death of general Spotſwood in Virginia, whoſe experience in military affairs would have contributed much to the ſucceſs of our deſigns in the Weſt-Indies. The loſs of lord Cathcart was yet more ſeverely felt, as the command of the land-forces devolved upon general Wentworth, whoſe chief merit conſiſted in being in favour with thoſe in power.

On the 27th day of December, admiral Ogle arrived at St. Chriſtophers, the place of rendezvous appointed for the fleet: here he found many of the tranſports, and men of war, that had been ſeparated during the ſtorm; the next day he ſailed with his whole force for Jamaica. In ſailing along the Iſland of St. Domingo, four large ſhips were diſcovered under ſail; the admiral hereupon detached an equal number from his ſquadron to give them chace, whilſt he kept on his courſe. Lord Auguſtus Fitzroy, in the Orford, having the command of this detachment, threw out ſignals for the ſhips which he was following to bring to, which they refuſing to comply with, he ſaluted them with a broadſide, which was returned, and a ſharp action followed, which was maintained during the night. In the morning the ſtrange ſhips hoiſted their colours, and appeared to be part of the French ſquadron which had ſailed from Europe under the command of the marquis d'Antin, with orders to aſſiſt the Spaniſh admiral de Torres, in attacking and diſtreſſing the Engliſh ſhips and colonies. As no war was then waging between France and England, no ſooner was the French flag diſplayed, than hoſtilities ceaſed; the Engliſh and French commanders behaved with great politeneſs to each other, mutually exchanged apologies for their miſtake, and parted as friends, after many men had been killed on each ſide. The

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The arrival of Sir Chaloner Ogle at Jamaica, enabled vice-admiral Vernon to cope with the Spaniards and French combined. A council of war was held, conſiſting of the ſenior officers in the ſea and land-ſervice, to deliberate on the plan of operations neceſſary to be purſued. The reſolution taken by the general officers at this council was very ſurprizing, and their motives for forming it quite inexplicable. Every circumſtance ſeemed to concur in pointing out an immediate attack upon the Havannah, by the reduction of which Spain would have been humbled into the moſt abject ſubmiſſion, and as it lay to leeward of Jamaica, the fleet might have reached it in two or three days. Inſtead of directing their force againſt that quarter, it was reſolved to beat up againſt the wind to Hiſpaniola and St. Domingo, to obſerve the motions of the French ſquadron. Three weeks elapſed from the arrival of Sir Chaloner Ogle to the ſailing of the fleet under vice-admiral Vernon; and when another fortnight had been ſpent in a fruitleſs cruiſe, intelligence was received that the French fleet had ſailed for Europe in great diſtreſs, being deſtitute of men and proviſions, neither of which could be procured in the Weſt-Indies. As the Britiſh fleet conſiſted of twenty-nine ſail of the line, the commander in chief formed a third diviſion, and appointed captain Leſtock, of the Boyne, to the command of it. This formidable fleet, the greateſt that was ever aſſembled in thoſe ſeas, was manned with fifteen thouſand ſailors, and had on board the two regiments of Harriſon and Wentworth, ſix regiments of marines, conſiſting of one thouſand men each, with ſome detachments from other regiments in England, three battalions from North-America, and a body of negroes from Jamaica: being, in all, upwards of twelve thouſand men. On the 16th day of February a council of war

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war was called, which was compoſed of the principal officers, when it was reſolved to ſail immediately for Carthagena, and make a vigorous attack upon that place both by ſea and land.

On the 4th day of March, in the evening, the whole fleet anchored in Play a Grande, to the windward of Carthagena, lying between that and Point Canoa; and in order to harraſs the Spaniards, Vernon ordered his ſmall frigates and fire-ſhips to get in ſhore, and lie in a line, as if he intended a deſcent to windward of the town: this obliged the Spaniſh governor to divide his force, by ordering a detachment that way, which threw up entrenchments for their ſecurity. Although admiral de Torres had already ſailed with the Spaniſh fleet to the Havannah, yet the place was ſtrongly fortified, and the garriſon ſtrengthened by reinforcements from the crews of ſome large ſhips which lay in the harbour, commanded by Don Blaſs de Leſo.

Though the ſea waſhes the walls of Carthagena, the town is inacceſſible on that ſide by reaſon of the ſurf, the water ſhoaling near a league off: ſo that it can only be approached by the lake which forms the harbour, and is bounded by rocks: beſides, the ſea is very ſeldom ſmooth, ſo that landing is at all times very difficult. The only entrance into the harbour is near a league to the weſt of the city, between two narrow peninſulas, one called the Tierra Bomba, which is neareſt the city, and the other called the Barradera. This paſſage, called Bocca Chica, or the Little Mouth, was defended on the Tierra Bomba, by the caſtle St. Louis, a regular ſquare, with four baſtions, mounted with eighty-two guns and three mortars; but the glacis and counterſcarp had not been finiſhed. To this were added the fort of St. Philip, mounted with ſeven guns; the fort of St. Jago with fifteen guns; and a ſmall fort of four guns, called

called Battery de Chamba, which ſerved as redoubts to the caſtle of Bocca Chica. On the other ſide of the mouth of the harbour was a faſcine battery of fifteen guns, called the Barradera, and in a ſmall bay on the back of that another battery of four guns; and facing the entrance of the harbour, on a ſmall flat iſland, ſtood fort St. Joſeph, of twenty-one guns. From this fort to Bocca Chica caſtle, a boom and cables were fixed acroſs, faſtened with three large anchors at each end; and juſt within the boom four men of war were moored in a line, on board one of which was the Spaniſh admiral. Theſe ſpread ſo far over the extent of the mouth of the harbour, that no ſhip could paſs a-head or a-ſtern of them. Beyond this paſſage lies the great lake, or harbour of Carthagena, two leagues and a half in extent from north to ſouth, and land-locked on all ſides; about midway to the town it grows narrower, and within about a league of the town, two points of land jutting out from the leſſer harbour; near the northermoſt of theſe was the ſtrong fortreſs of Caſtille Grande, about eight miles up the harbour, being a regular ſquare with four baſtions, defended to the land by a wet ditch and glacis proper, and one face towards the ſea with a raveline, and double line of guns. The number of guns in the fort was fifty-nine, though it had room to mount ſixty-one. Oppoſite to this caſtle was a horſe-ſhoe battery of twelve guns, called Mancinilla. In the middle, between theſe two forts is a large ſhoal, with not above two or three feet water. In each of theſe were ſhips ſunk to prevent the Britiſh fleet from getting in. Near three miles further up the harbour, on two flat ſandy keys, or iſlands, ſtands Carthagena, and Himani, its ſuburbs, both irregular figures, but well fortified to the land with lakes, and moraſſes running round them. The city, which is in latitude

10 deg.

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10 deg. 26 min. north, was defended with one hundred and ſixty guns, and the ſuburbs with one hundred and forty, and the water at the head of the ſhoal ſo far off, as ſhips cannot approach near enough to do any material execution. South of the city, about a quarter of a mile from Himani gate, on an eminence about fifty or ſixty feet high, ſtands the caſtle of St. Lazaro, being a ſquare of about fifty feet, with three demi baſtions, and two guns in each face, one in each flank, and three in each curtain; it overlooks all the town, although there is a brow of a hill about four hundred yards from it, which overlooks, and entirely commands it.

The importance of this place to the Spaniards, had induced them to beſtow ſuch extraordinary attention in ſecuring it from the attack of an enemy. The wealth which centred in this city, had, indeed, expoſed it to repeated aſſaults; in 1544, the American Buccaneers made a ſucceſsful attack upon it, and enriched themſelves with its ſpoil. In 1585 it was taken, and almoſt deſtroyed, by Sir Francis Drake, that ſcourge of the new Spaniſh ſettlements. M. de Pointis came before it in 1697, with a ſquadron of privateers, under the protection of the French king; and after obliging the fort of Bocca Chica to ſurrender, whereby the entrance of the bay was laid open, he landed his men, and beſieged fort Lazaro, the taking of which was followed by the ſurrender of the city. This conqueſt has been attributed to a private correſpondence between the governor and Pointis. Since that time, every precaution had been taken to increaſe the ſtrength of the place, which, at the time that admiral Vernon appeared before it, was deemed impregnable.

The Britiſh troops were landed on the 9th day of March, on the iſland of Tierra Bomba, near the mouth of the harbour, which was ſecured by caſtles,

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batteries, bombs, chains, cables, and ships of war. General Wentworth, with brigadier Guise and colonel Wolfe, attended the landing, which was effected with little loss, covered by the fire of the Norfolk, Russel, and Shrewsbury, which ships anchored close under the forts of St. Jago and St. Philip. The latter lying southermost, had her cable cut by the Spanish shot, and before she could let down another anchor, having fallen to leeward, drove towards the mouth of the harbour, where she lay exposed to the whole fire of the Spaniards, from two fascine batteries on the Barradera side, the forts of Bocca Chica and St. Joseph, with four men of war, of sixty and seventy guns: in this situation one hundred and sixty guns were pointed at the Shrewsbury, who could return no more than twenty-six. The gallant captain Townsend, who commanded her, disdaining to retire, maintained this unequal combat for seven hours. Night intervening, the Spaniards ceased firing, when the admiral sent orders for the Shrewsbury to draw off. In this rencounter she lost twenty men killed, and forty wounded; the ship received two hundred and fifty shot in her hull, sixteen of which were between wind and water, whilst her masts, yards, and rigging were entirely shot away. Gradual advances were made in the attack of the works, which defended the entrance of the harbour, and on the 12th the Ludlow Castle began to throw shells into Bocca Chica, from a mortar which she had on board. The next day a bomb battery was completed on shore, which played in the same direction; but it was not until the 15th that the landing of the artillery and ordnance was completed.

No sooner were the land-forces debarked than they found themselves more annoyed by the climate than by the Spanish forts. Here all the fervid heat of the torrid zone is reflected from a white burning sand.

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The appalling heat of the day is ſucceeded by malignant nightly damps, which the moſt robuſt conſtitutions are unable to withſtand. Sickneſs prevailed among the Britiſh troops, and the engineers who conducted the approaches were both dilatory and unſkilful; a diſagreement between the admiral and general had ariſen, which the cloſe connection between the operations of the troops and the fleet, furniſhed occaſion for its daily increaſe. Each ſought every opportunity to expreſs his diſlike of the other; and inſtead of acting vigorouſly in concert, their antipathy became ſo ſtrong that their zeal in the ſervice of their country was abſorbed in private reſentment. The bravery of the men, however, ſerved to ſupply the want of unanimity in their leaders. Three hundred ſailors and two hundred ſoldiers, proceeded by night in boats to attack a faſcine battery on the Barradera. Captain Boſcawen led the ſeamen to the attack, and the captains Waſhington and Murray commanded the ſoldiers. This party landed in a ſmall ſandy bay, to leeward of the battery. They had no ſooner quitted their boats than ſome cannon which had been ſecretly planted on the Strand, began to play upon them. The ſailors being the fartheſt advanced, ſuſtained all the ſeverity of the ſhock. Had their courage forſaken them in that exigency, the whole detachment would have been ſwept away, but the peril of their ſituation ſerved only to inſpire them with a contempt of danger; they ruſhed in at the embraſures, made themſelves maſters of the battery before the enemy could charge their guns a ſecond time, and by proving themſelves ſuperior to danger removed it. The firing of theſe guns gave a general alarm. The Spaniards at the larger battery fired with a grape ſhot as the ſailors advanced, but without effect, for the guns were pointed too high. The conteſt was deſperate, but very ſhort: the ſailors with irreſiſtable

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ſpirit carried the battery, nailed up the guns, and after ſetting fire to the platforms, carriages, guard-houſes, and magazines, returned to the ſhips with ſix wounded priſoners, having themſelves ſuſtained but little loſs. For their bravery in this ſervice, the admiral diſtributed a dollar to each man.

The deſtruction of this battery, freed the troops from the greateſt annoyance of their camp, and gave them an opportunity of working quietly on their grand battery, which was conſtructed in a wood, to prevent the enemy diſcovering it till completed, and was to play againſt the caſtle of Bocca Chica. But ſo dilatory, or negligent were the engineers, though aſſiſted with five hundred ſeamen, and two hundred and fifty blacks, beſides as many pioneers as could be ſpared from the army, that a whole week was ſpent, and the battery far from being in any condition to incommode the caſtle. This gave the vice-admiral great concern, who expected the engineers would have ſeconded the ſucceſs on the Barradera ſide, by opening their battery againſt Bocca Chica, which had been poſitively promiſed to be done at the ſame time.

On the 20th, at day-break, the garriſon of Bocca Chica began a warm fire at the bomb battery, though without doing any particular damage. But the Spaniards, ſenſible of the advantageous ſituation and utility of the Barradera battery, had been diligently repairing it, and on the twenty-firſt had built up ſome embraſures and mounted two guns, with which they again played on the bomb battery, but were ſoon ſilenced by the Ripon, which the vice-admiral ordered to anchor as near as poſſible to it, and keep firing to prevent any farther working on the levelled battery.

It was now reſolved by the commanders of the fleet, to make a general attack upon all the forts and

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and batteries; and commodore Leſtock was appointed to that ſervice, with three eighty gun ſhips, and three ſeventy: ſuch a force being all that could be drawn up, without danger of the ſhips annoying each other. Accordingly, on the 23d, commodore Leſtock, in the Boyne, with the prince Frederick, Hampton-Court, Princeſs Amelia, Suffolk, and Tilbury, went in to batter Bocca Chica caſtle, and the four ſhips poſted there, namely, the Galicia, the admiral's ſhip, San Carlos, Africa, and St. Philip, all mounting upwards of ſixty guns, and in the moſt advantageous poſition, both for oppoſing any attempt of ſlipping into the harbour, or to annoy any battery that could be raiſed aſhore. And as the Spaniſh ſhips had no interruption from the latter, they failed not to play as briſkly on the commodore, and with greater execution than the caſtle. In the mean time the Boyne falling ſo far to leeward, as to lie expoſed to the whole fire of the Spaniſh ſhips and fort St. Joſeph, was very much ſhattered, and ordered off again that night, while the reſt ſtill continued there. Among theſe the Princeſs Amelia, belonging to Sir Chaloner Ogle's diviſion, having fallen farther to leeward than was intended, lay fair to ſilence the new-mounted guns on the faſcine battery, which ſhe did accordingly: and this proved a great preſervative to thoſe who played the battery againſt the caſtle, and alſo to the men in camp, into which the ſhot, fired from the faſcine battery, flew over the hill, and annoyed the ſoldiers. The Prince Frederick and Hampton-Court, ſharing now between them the fire which had been employed againſt the Boyne, were alſo much ſhattered by morning, when the vice-admiral was obliged to call them off, after they had many of their men killed and wounded; and, among the former, the commander of the Prince Frederick, lord Aubrey Beauclerc, who

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was an officer both of courage and of a cool temper *. The Suffolk and Tilbury being well anchored to the northward, lay ſucceſsfully battering againſt the breach till evening, at which time every thing appearing fit for an aſſault, they were ordered off.

Every impediment being at length removed, by the bravery of the ſeamen, that prevented the army making an aſſault on Bocca Chica, General Went-

* This brave man, in whoſe untimely death his country ſuſtained a ſenſible loſs, was the eighth and youngeſt ſon of Charles, duke of St. Albans, natural ſon of king Charles the Second, by Mrs. Eleanor Gwin; a neat monument is erected to his memory in Weſtminſter Abbey, with the following inſcription.

Whilſt Britain boaſts her empire o'er the deep,
This marble ſhall compel the brave to weep.
As men, as Britons, and as ſoldiers mourn;
'Tis dauntleſs, loyal, virtuous Beauclerk's urn.
Sweet were his manners as his ſoul was great,
And ripe his worth though immature his fate.
Each tender grace that joy and love inſpire;
Living he mingled with his martial fire:
Dying, he bad Britannia's thunder roar;
And Spain ſtill felt him when he breath'd no more.

The lord Aubrey Beauclerk was the youngeſt ſon of Charles, duke of St. Albans, by Diana, daughter of Aubrey de Vere, earl of Oxford.

He went early to ſea, and was made a commander in 1731. In the year 1740, he was ſent on that memorable expedition to Carthagena, under the command of admiral Vernon, in his majeſty's ſhip the Prince Frederick, which with three others, was ordered to cannonade the caſtle of Bocca Chica. One of theſe being obliged to quit her ſtation, the Prince Frederick was expoſed, not only to the fire from the caſtle, but to that of Fort St. Joſeph, and to two ſhips that guarded the mouth of the harbour; which he ſuſtained for many hours that day, and part of the next, with uncommon intrepidity.

As he was giving his commands upon deck, both his legs were ſhot off. But ſuch was his magnanimity, that he would not ſuffer his wounds to be dreſſed till he had communicated his orders to his firſt lieutenant, which were, to fight his ſhip to the laſt extremity. Soon after this, he gave ſome directions about his private affairs, and then reſigned his ſoul with the dignity of an hero, and a chriſtian.

Thus was he taken off in the thirty-firſt year of his age. An illuſtrious commander, of ſuperior fortitude and clemency: amiable in his perſon, ſteady in his affections, and equalled by few in the ſocial and domeſtic virtues of politeneſs, modeſty, candour, and benevolence.

He married the widow of colonel Francis Alexander, daughter of Sir Henry Newcon, knight, envoy extraordinary to the court of Florence, and the republic of Genoa, alſo judge of the high court of admiralty.

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worth, on the 25th, in the evening, directed the troops to move forward, whilſt captain Knowles, with a number of ſeamen in boats, made a favourable diverſion, and threw the Spaniards into great confuſion. Brigadier Blakeney, who was the commander of the day, had the direction of the aſſault. Upon a ſignal given, a volley of round-ſhot was poured in upon the breach from the great-gun battery, and was immediately followed by a ſecond of grape-ſhot, which drove the centinels from the walls. No ſooner did the grenadiers begin to mount the breach, than the Spaniſh garriſon was diſmayed, and fled in confuſion. Don Blas de Leſo, who commanded the Spaniſh ſhips that were ſtationed at the mouth of the harbour, ſeeing the firmneſs with which the attack was made, gave orders for every ſhip to be ſcuttled. The Africa and San Carlos preſently ſunk; the St. Philip was ſet on fire; and the crews hurried ſo precipitately into their boats, that they rowed off, leaving the captain, and ſixty men, on board the Galicia, the only ſhip that remained.

Whilſt the Spaniards were thus thrown into conſternation, captain Knowles directed the boats to row cloſe under the lee-ſhore; and from thence he ſtormed the fort of St. Joſeph, which he took poſſeſſion of about ten o'clock that night, the Spaniards abandoning it, after having fired ſome few guns. The captains Knowles and Watſon, being now within the boom, rowed their boats up to the Galicia, made the captain, and all on board, priſoners, and ſecured the Spaniſh admiral's flag and colours.

The Galicia being thus ſecured, the boats went to work on cutting the boom, and removing the ſhip out of the Channel, in order to make a clear entrance for the fleet to come into the harbour.

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On the 26th, being the day after taking Bocca Chica, the vice-admiral haſtened into the harbour to make proper diſpoſitions and give the neceſſary orders: but he had great difficulty to get in, as the San Carlos and Africa were ſunk in the channel, and the St. Philip continued burning on the lee-ſhore, ſo that he was above three hours warping through, after anchoring in the narrows, before he could poſſibly ſail up the harbour, which he did about two leagues that evening. In like manner the Burford and Orford were next day ordered to advance and poſt themſelves acroſs the harbour as near as poſſible, but juſt without gun ſhot of Caſtillo Grande, in order to cut off all communication by water from the Spaniards. On the ſame day the Worceſter got up to the vice-admiral, who ſent her to anchor cloſe by a wharf where was a good crane and ſpring of water, which laſt he thought proper to ſecure for the ſervice of the fleet. The Weymouth and Cruizer ſloop getting in the ſame afternoon, were ordered to deſtroy the batteries at Paſſo Cavallos, a creek which parts the Grand Baru from the main, through which the ſupplies of proviſions from Tolu and Sina were to paſs, and where the Spaniards had erected two ſmall batteries, one of eight and the other of four guns; after they had performed it, the Cruizer went up the creek and brought away four large Sina hulks, being a kind of veſſels ſcooped out of a ſolid tree, but large enough to carry twenty tons; theſe proved very ſerviceable in watering the fleet. In the mean time the vice and rear-admiral's two diviſions, with part of the tranſports, continued to ſail and warp in as faſt as they conveniently could; but were greatly retarded by blowing weather, which, by forcing all the ſmall ſhips to take ſhelter in the mouth of the harbour, ſo choaked it up as to prevent the men of war making the deſired diſpatch, often anchoring foul of one another.

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another; but being all got in on the 30th, the fire-ſhips and frigates were diſpoſed round the harbour in order to guard every paſs and creek, and to cut off any ſupplies going to the town; while commodore Leſtock with his diviſion was left at Bocca Chica with orders to re-embark the forces and cannon as ſoon as poſſible.

The fort of Caſtillo Grande was the next fortification which oppoſed their advances towards the town of Carthagena, for the ſecurity of which the Spaniards had moored and ſunk ſeven of their galleons, and other ſhips, and had moored their two remaining men of war, the Conqueſtador, of ſixty-ſix guns, and the Dragon of ſixty.

On the 30th the vice-admiral held a general council of war of the naval officers, in which it was reſolved, to uſe all poſſible expedition to cut off the communication of the town on the land ſide, and make a deſcent at the moſt convenient place, and neareſt the town. Immediately after Sir Chaloner Ogle and ſeveral more ſhips turned up the harbour and anchored at ſome diſtance from Caſtillo Grande, where the Spaniards made a ſhew of preparing to receive them. But captain Knowles being ſent in the evening to reconnoitre, obſerved that they were buſy in moving about with thirteen launches, and next morning he found they had ſunk the Conqueſtador and Dragon, and were removing things out of Caſtillo Grande. The captain immediately returned and acquainted Sir Chaloner Ogle of it, who inſtantly ordered him to weigh, and run in with his ſhip and fire on the caſtle, to ſee if they would return it; this he accordingly did, and the caſtle not firing a ſhot, he ſent his boats aſhore, who rowed directly up to the caſtle and took poſſeſſion of it without any oppoſition.

Though this caſtle mounted fifty nine guns and was in a condition to make a good defence; yet

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the Spaniards perceiving, that the day before, the rear admiral's boats were ſounding, and being well aware that his ſhips could lay their broadſides within piſtol ſhot of the caſtle, they abandoned it, having ſlightly ſpiked up the guns, without diſmounting them, or knocking off their trunnions; and had thrown their powder into a ciſtern of water. But moſt of the guns were got clear again, and captain Knowles was appointed governor of the caſtle, with a garriſon of one hundred regular troops and fifty ſailors. This was a moſt advantageous acquiſition for ſhortening the operations of the army, as after their embarkation they could now reland within a league of the town; ſo that St. Lazar was the only remaining fort, the reduction of which was to be next undertaken; for as it recovered the ſouth ſide of Carthagena, and commanded all the avenues, it was abſolutely neceſſary to be in the poſſeſſion of the Britiſh troops before they could advance a ſtep farther, to lay ſiege to the town.

On the 1ſt day of April, the vice-admiral came to an anchor cloſe by Caſtillo Grande; the ſailors were employed to heave the maſts out of the Spaniſh ſhips which had been ſunk, thereby to obtain a free channel over ſuch as had been ſunk in the deepeſt water, and enabling the Britiſh fleet to proceed ſo high, as with their cannon to cover the deſcent of the troops as near the town as poſſible. This ſervice was effectually performed by the inflexible ardour of the ſeamen, whereupon two bomb-ketches advanced, and two frigates, commanded by captains Renton and Broderick, followed to cover them. The land-forces were landed at Texar de Gracias, a country houſe formerly hired by the South-Sea factors, and about two miles from St. Lazar. The firſt diviſion of the troops was commanded by brigadier Blakeney, to oppoſe which the Spaniards drew out the whole ſtrength of the town, but the ſhips fired upon

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upon them ſo ſucceſsfully, that numbers were ſwept away; ſo that the Spaniards, unable to ſtand their ground, retreated with precipitation.

General Wentworth at the head of the forces, advanced through a long and narrow defile, where ſome few of our men were hurt by ſingle ſhot from the paths and openings into the wood, the Spaniards having made a lodgement there, but were ſoon put to flight. About a mile further, coming out of the defile, about ſix hundred Spaniards were perceived to be advantageouſly poſted, and ſeemed reſolved to diſpute our paſſage. The ground over which the troops were to march did not admit of much more than one large platoon in front, a lagoon lying on their left hand and a thick copſe on their right, into which laſt the general ordered a party of American ſoldiers to fall upon the rear of any ſmall parties which might be lodged there, to flank them in their march. The grenadiers moved forward with great alacrity, and after receiving two fires from the Spaniards with very little loſs, the front platoon gave their fire at about the diſtance of half a muſket-ſhot, and immediately wheeled to the right and left, to make room for the next to advance; from which the Spaniards judging that the whole body gave way, expreſſed their joy by a loud huzza; but being quickly convinced of their miſtake, by the fire of the next platoons, they fell into diſorder and fled with precipitation towards the city; upon which the general immediately poſſeſſed himſelf of a commodious piece of ground for forming a camp, about a ſmall mile from the caſtle of St. Lazar; and in the evening ſent a party up to take poſſeſſion of la Pola, which the Spaniards had abandoned. This was a convent ſituated on a hill, which overlooked the town and country for ſeveral leagues.

Thus far affairs went on proſperouſly; but a fatal delay in attacking the fort of St. Lazar, which ſe-

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cured to the town a free communication with the country, prevented that advantage being taken of the panic into which the Spaniards were thrown, by the bold advances of the Britiſh troops; thereby the enemy had an opportunity of finiſhing ſome works which they were carrying on farther to ſtrengthen the place. Three days elapſed, in which the troops were obliged to lay on their arms at night, for want of tents, and by being thus expoſed to the intenſe heat of the ſun in the day time, and the chilling night dews were greatly enfeebled, and a contagious diſtemper ſpread itſelf through the camp.

The commanders now vented their reſentment againſt each other. The general complained that the fleet lay idle, while his troops were harraſſed and diminiſhed by hard duty and diſtemper. The admiral affirmed that his troops could not lie near enough to batter the town of Carthagena, and upbraided the general with inactivity and want of reſolution, to attack the fort of St. Lazar, which commanded the town, and might be taken by ſcalade. Wentworth, ſtimulated by theſe reproaches, reſolved to try the experiment. His forces marched up to the attack; but the guides being ſlain, they miſtook their route, and advanced to the ſtrongeſt part of the fortification, where they were moreover expoſed to the fire of the town. Colonel Grant, who commanded the grenadiers, was mortally wounded: the ſcaling-ladders were found too ſhort; the officers were perplexed for want of orders and directions; yet the ſoldiers ſuſtained a ſevere fire for ſeveral hours with ſurprizing firmneſs; but at length retreated in good order, leaving above ſix hundred men killed or wounded on the ſpot. Their number was now ſo much reduced, that they could no longer maintain their footing on ſhore: the periodical rains which fall on the continent of South-America, were now ſetting in with ſuch violence, as rendered it impoſſible for the

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ſoldiers to live in camp, or for the ſiege to be carried on to effect; it therefore became neceſſary to reembark the troops, and the deſigns upon the town were then found to be impracticable. The admiral, however, reſolved, before the deſign was wholly laid aſide, to prove the impoſſibility of taking the place by ſea; he therefore ſent in the Gallicia, one of the Spaniſh ſhips which had been taken at Bocca Chica, to cannonade the town, with ſixteen guns mounted on one ſide, like a floating battery. This veſſel, manned by detachments of volunteers from different ſhips, and commanded by captain Hore, was warped into the inner harbour, and moored before day, at a conſiderable diſtance from the walls, and in very ſhallow water. In this poſition ſhe ſtood the fire of ſeveral batteries for ſome hours, without doing or ſuſtaining much damage. When a ſufficient trial had been made of the effect produced by this attack, the admiral ordered the men to be brought off in boats, and the cables of the ſhip to be cut; ſo that ſhe drove, with the ſea-breeze, upon a ſhoal, where ſhe was ſoon filled with water. The inference which the admiral drew from this experiment was, that the depth of water in the inner harbour was not ſufficient to admit large ſhips near enough to batter the town with any ſucceſs. To confute this principle it has been aſſerted, that although this was the caſe in that part of the harbour to which the Gallicia was conducted, yet a little farther to the left, he might have ſtationed four or five of his larger ſhips a-breaſt, within piſtol-ſhot of the walls; and if this ſtep had been taken when the land-forces marched to the attack of St. Lazar, in all probability the town would have been ſurrendered *.

During the attack upon the town, a carcaſs, which was fired from a bomb-ketch, fell into the great

* Smollet's Hiſtory of England, Vol. XI. p. 84.

church,

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church, where the principal magazine of powder lay: it set fire to some planks that covered this powder, by which it would very soon have occasioned a general explosion, sufficient to have laid the town in ruins; but the greatness of the danger led every one to exert themselves so effectually, that the fire was stifled, by throwing sand upon it, before it had proved fatal.

The sea officers and sailors having been employed in getting the masts, anchors, and cables out of some of the Spanish ships that had been sunk, our fleet was soon in a condition of proceeding to sea again; and on the 23d and 24th it was resolved in a general council of war, to return to Jamaica, by reason of the general sickness in the army. Under the direction of captain Knowles, the entire demolition of Castillo Grande was completed on the 25th, and this took up the more time, on account of the vast thickness of the walls, and the hardness of the cement: also the fifty-nine pieces of ordnance in this fort were rendered unserviceable, by spiking them up, and knocking off their trunnions. After thus completing the demolition of all the defences of the harbour, and destroying the lime-kilns, in order by that means to retard the Spaniards from erecting other buildings, and carrying off all their store of lime and lime stone, for the service of the hospital building at Jamaica, vice-admiral Vernon left the harbour on the sixth day of May, without injuring any of the inhabitants or through wantonness giving the least loose to any of those lawless ravages common in war; which the admiral directed to be carefully guarded against both by officers and sailors.

When the troops were reembarked, the distempers peculiar to the climate and season began to rage with redoubled fury. On the 8th day of May, the vice-admiral set sail for Jamaica, having stationed

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tioned captain Mayne, in the Worceſter, with the Strafford, Princeſs Louiſa, and Litchfield, to cruiſe to windward of Cape Tiberon till the 30th, for the ſecurity of the convoy, with victuallers and ſtore-ſhips expected from England; and on the 19th, the vice-admiral arrived with the fleet in Port-Royal harbour, where he found the convoy ſafely arrived four days before him. Preſently after he ſent home ſeven eighty gun ſhips, with the Hampton-Court, Burford, Windſor, Falmouth, and five frigates, under the care of commodore Leſtock. The climate of Jamaica was very unpropitious to the recovery of the ſick, many of them died aſhore, among whom was lord Auguſtus Fitzroy, commander of the Orford.

It was neceſſary now to determine how the fleet and troops might be beſt employed againſt the enemy, for which purpoſe a general council of war was aſſembled on the 26th day of May. In the opinion of the officers which compoſed it, the only expedition that was adviſeable to be undertaken was againſt St. Jago de Cuba. The two admirals and both the generals ſigned this reſolution, but the governor, Mr. Trelawney, diſſented from it; and recommended an attempt upon Panama. Indeed the reduction of the town and port of the Havannah was looked upon as impracticable, becauſe, beſides the ſtrength of the place, Don Roderigo de Torres lay there with a powerful fleet of Spaniſh men of war. The land forces being now greatly reduced by the mortality which raged among them, the governor raiſed a corps of one thouſand negroes for the expedition.

The admiral ſailed from Jamaica on the 1ſt day of July, with eight ſhips of the line, a fifty gun ſhip and eight frigates; having with him about forty tranſports, on board of which were, including blacks, three

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three thouſand four hundred land-forces. On the 18th of the ſame month the fleet anchored in Walthenham harbour, on the ſouth ſide of the iſland of Cuba, a large and ſecure haven, which protects the veſſels that ride in it from the hurricanes which are ſo frequent in the Weſt-Indies, eſpecially at the time of year when this expedition was ſet on foot. Into this harbour the fleet ſailed without moleſtation, and the troops debarked immediately. No ſooner had the admiral caſt anchor here, than he ſeemed to have laid his account for the reduction of the whole iſland; by giving the name of Cumberland harbour, to what had before bore the name of Walthenham. This place lies about eleven leagues to the ſouth-weſt of St. Jago, and is diſtant by land about ſixty miles, on which ſide the city is almoſt entirely defenceleſs. Its fortifications to the ſea were not formidable, but the entrance into the harbour is ſo extremely narrow, and the navigation ſo dangerous, that nature has ſufficiently ſecured it from a naval attack. Theſe circumſtances cauſed a reſolution to be taken in a general council of war, to march the troops, with all poſſible expedition, to the attack of the place.

The army accordingly proceeded up the country, without meeting an enemy; but from ſome ſecret cauſe which was never explained, after they had proceeded about twenty miles up the country, they encamped on the banks of a navigable river, and there remained totally inactive as to their grand object: indeed, the general detached ſeveral reconnoitring parties, which falling in with ſmall bodies of the enemy, repulſed them, with very little loſs on either ſide. One of theſe reconnoitring parties, conſiſting of one hundred and fifty Americans and negroes, commanded by major Dunſter, penetrated as far as the village of Elleguava, where he continued ſome time; but not being ſupported by the main army, he returned to camp.

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Whilſt every thing remained inactive on ſhore, admiral Vernon diſpatched part of his fleet to block up the port of St. Jago, and to watch the motions of the Spaniſh admiral at the Havannah, expecting with the utmoſt impatience to hear of the army's progreſs. But on the 5th day of October he had the mortification to receive a letter from general Wentworth, expreſſing his doubts of being able to advance farther, or even to ſubſiſt his army much longer in the part which they then poſſeſſed. On the 9th the general called a council of war, the members of which were unanimouſly of opinion, that it was impoſſible to march farther into the country without expoſing the troops to certain ruin. The army nevertheleſs continued in its encampment till the 7th day of November, when another council of war, conſiſting of the land-officers only, reſolved, that the troops ought to be reembarked with all poſſible expedition; and they were accordingly put on board the tranſports on the 20th, without the leaſt moleſtation from the enemy. The fleet and tranſports then proceeded to Jamaica. Thus ended the operations in the Weſt-Indies during the year 1741, in which the lives of many brave men were ſacrificed through the miſconduct of their commanders. It is ſometimes extremely difficult to aſſign the true cauſe of the failure of an expedition; that againſt Carthagena is ſuch an one. How it came to paſs that the man who attacked the place by ſea, with a ſmall force the year before, ſhould find it impoſſible to reduce it with a much larger, although ſeconded by a numerous army, is hard to ſay. It has been the opinion of ſome very good judges of the ſtrength and condition of the town, that after the ſeveral fortreſſes which commanded the lake were reduced, the town might have been taken by the fleet without the

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assistance of any land-forces; but so injudiciously was the attack conducted, that no ships were stationed to annoy the town by sea, and the assault from the harbour has been censured as very improperly made. After all, though the English soldiers and sailors were disappointed of their expected spoils, yet the Spaniards sustained very severe losses by the dismantling of their forts, the spiking a considerable number of their guns, and the entire destruction of four men of war, an equal number of galleons, besides many small vessels. Some have charged the ministry at home with a secret design that the place should not be reduced, arising from an apprehension that such a conquest would precipitate the nation in a war with France, who was not likely to remain a quiet spectator of the dismemberment of the Spanish empire.

In Europe the British fleets made a great parade without performing any essential service. Sir John Norris was appointed to command a squadron of sixteen ships of the line, besides the Blaze and Lightning fireships, having upwards of eight thousand sailors on board. With this considerable force he sailed for the coast of Spain, and arrived in the bay of Biscay with the whole fleet on the 5th day of August 1741: where after taking and destroying only some small vessels by captain Harrison, in the Argyle, which apprized the country of the arrival of an English fleet, and cruizing a little while on that coast, the admiral returned to Spithead on the twenty-second of the same month.

Admiral Haddock with thirteen men of war cruised in the Mediterranean during the summer. The principal services which his fleet was designed to perform were, to prevent the Spanish fleet from Cadiz and the French fleet from Toulon forming a junction, and to intercept the troops which were

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to be transported from Barcelona to Italy, in order to act against the queen of Hungary. But unfortunately neither of these purposes was answered, for while Haddock lay at anchor in the bay of Gibraltar, the Spanish fleet passed the straits in the night, and was joined by the French squadron from Toulon. The British admiral sailing from Gibraltar fell in with them a few days after, on which the united squadrons formed themselves in line of battle. Hereupon Haddock bore down upon the Spanish fleet, when the French admiral sent a flag of truce to inform him, that as the French and Spaniards were engaged in a joint expedition, he should be obliged to act in concert with his master's allies. This interposition prevented an engagement, the combined fleets amounting to more than double the number of the British squadron. Admiral Haddock was therefore obliged to desist, and proceeded to Port Mahon, leaving the enemy to prosecute their voyage without molestation. The nation was incensed at this transaction, and did not scruple to affirm that the hands of the British admiral were tied up by a neutrality entered into for Hanover *.

In the month of July, two ships of Haddock's fleet fell in with three French men of war; captain Barnet, the English commodore, supposing them to be Spanish register ships, fired a shot in order to bring them to; upon their failing to comply with the signal, a sharp engagement ensued; after they had fought several hours, the French commander ceased firing, and thought proper to come to an explanation; when he and Barnet parted with mutual apologies.

The commander that most eminently distinguished himself at this time both for his activity and bra-

* Smollett's History of England, Vol. XI. p. 91.

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very, was captain Ambroſe, in the Rupert man of war of ſixty guns, then on a cruiſe in the bay. He took the St. Antonio de Padua, a privateer belonging to St. Sebaſtians, of ſixteen guns and one hundred and fifty men, as alſo another privateer, called the Biſcay, mounting ten carriage and two ſwivel guns, with one hundred and nineteen ſailors on board. Theſe were deſperate fellows who had taken twenty-three Engliſh prizes, ſince the commencement of the war, but after a ſmart engagement they ſubmitted to the Britiſh flag. Captain Ambroſe having brought his two prizes into Plymouth, ſailed again to his ſtation; and on the 13th of September, as he was cruiſing in the bay off Machiacaca, in the evening he ſaw a ſail from the maſt head, to the windward, when after chaſing her that night and the next day, about ſeventy-five leagues, he came up with and took her after ſome reſiſtance, and brought her into Plymouth. She proved to be the Duke de Vendom, the largeſt privateer belonging to St. Sebaſtians, mounting twenty-ſix carriage guns, and two hundred and two men, among which were ſome Engliſh, Scots, and Iriſh, commanded by don Martin de Areneder, a Frenchman. Captain Ambroſe immediately proceeded to cruize on his ſtation.

On the 17th of November, the ſame officer deſcried two ſhips to the windward, which he chaced, and at the ſame time he obſerved a ſail to chace him, which happened to be a Spaniſh privateer of twenty-four carriage, and twenty ſwivel guns, with one hundred and eighty-ſeven men, commanded by don Franciſco de l'Arrea. Captain Ambroſe diſregarding her, continued his firſt chace, and on coming up with them, did not fire to bring them to, but ſent his boat on board, and finding they were Dutchmen, apprized them of his intention to deceive the

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the privateer. Accordingly, the captain reefed his ſails, and trimmed his ſhip, and the Spaniards ſuſpecting her a conſort of the Dutchman, crowded ſail, and by duſk was within two leagues, when captain Ambroſe ſhortened ſail to wait for her. As ſoon as the privateer got within a mile, ſhe diſcovered the force of the Rupert, and hauled upon a wind. Immediately captain Ambroſe followed her with all the ſail he could make. On the 8th, at two in the morning, the Rupert got within gunſhot of the privateer, but ſoon after loſt ſight of her; at day-break captain Ambroſe ſaw her again, but the privateer eſcaped a ſecond time. On the 9th, the captain diſcovering her again, purſued all day, and began to engage her at half an hour paſt midnight: the action laſted till two in the morning, when the Rupert boarding her ſhe ſtruck. The privateer had twelve men killed; two had their arms and legs ſhot away, and the captain with ſeveral of his men dangerouſly wounded, the Rupert having loſt only one man, who fell into the ſea in boarding the privateer, which was completely fitted out with a great quantity of ſmall arms, cutlaſſes, poleaxes, &c. and had met with no prize in that cruize. As a recompence for captain Ambroſe's vigilance in ſuppreſſing the Spaniſh privateers, the merchants of London preſented him with a large ſilver cup, his arms chaſed on one ſide, and on the other the repreſentation of the Rupert in purſuit of a privateer; and the merchants of Briſtol alſo preſented him with a piece of plate of one hundred pounds value on the ſame account.

On the 12th day of October, Sir John Norris, ſailed again in the victory from St. Helens, upon another expedition, accompanied with the Royal George, Royal Sovereign, Barfleur, Neptune, Sandwich, Naſſau, Buckingham, Newcaſtle, and Port Mahon,

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Mahon. This fleet proceeded for the Spaniſh coaſt, the arrival of which did not much terrify the inhabitants, eſpecially as ſince the laſt viſit of a Britiſh ſquadron, they had put themſelves in a poſture of defence, by repairing their fortifications, and having their militia ready poſted along the ſhore; ſo that without attempting any thing, the admiral returned with the ſquadron for England, and arrived at Spithead on the 6th of November.

Theſe ſeveral expeditions, carried on with ſuch conſiderable force, and at ſo vaſt an expence, without effectually annoying the enemy, although under the conduct of an admiral, who had formerly acquired great naval glory, raiſed a general diſcontent in the nation.

Many captures were made both by the Spaniards and the Engliſh, chiefly by the privateers of the two kingdoms which cruiſed both in Europe and America. It has been computed that the captures made of Britiſh ſhips from the commencement of the war to the end of the year 1741, amounted to 372 merchantmen of different burdens; the Spaniards on their part loſt 390, notwithſtanding which the value of the Britiſh prizes exceeded theſe of Spain. What added to the mortification which the merchants endured was, that the Spaniſh cruiſers had the audacity to viſit the Engliſh coaſts, and to come within ſoundings; whilſt the board of admiralty was ſhamefully remiſs in ſtationing frigates in ſuch a manner as ſhould protect the coaſts from inſult, and give ſecurity to the trade of the kingdom. The merchants at length determined to lay their grievances before parliament, and ſolicit aſſiſtance from thence.

During this ſummer the attention of the people was called off from foreign to domeſtic tranſactions. The parliament being diſſolved by proclamation in April,

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April, writs were iſſued for electing a new one. Never were greater exertions made than on this occaſion, and indeed this election may be conſidered as producing the moſt violent conteſt between the two parties, which had happened ſince the revolution. The two contending parties were now generally called the court and country party; though the former affected to call themſelves the Whig, and the other the Tory intereſt; which diſtinction was certainly ill-founded, becauſe the prince of Wales and many of the moſt eminent whigs were at the head of the country party, and on the other hand the court party was zealouſly aſſiſted and ſupported by almoſt the whole body of Roman catholics, and by the biſhops and dignified clergy. The duke of Argyle exerted himſelf ſo ſucceſsfully among the ſhires and boroughs of Scotland, that the partiſans of the miniſtry could not ſecure ſix members out of the whole number returned from North Britain. They were however much more fortunate in the election of the peers, who were choſen ſtrictly according to the liſt tranſmitted from court. Inſtructions were delivered by the conſtituents to a great number of members returned for cities and counties, exhorting and requiring them to oppoſe a ſtanding army in time of peace; to vote for the mitigation of the exciſe laws; for the repeal of ſeptennial parliaments; for the limitation of place-men in the houſe of commons, that every particular of the public expence ſhould be examined into, and proper meaſures taken, to redreſs thoſe grievances under which the nation groaned.

The new parliament met on the 1ſt day of December, and again choſe Mr. Onſlow their ſpeaker. His majeſty opened the ſeſſion on the 4th, with a ſpeech, in which he repreſented the dangers with which Europe was threatened, by the confederacy

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for ſubverting the houſe of Auſtria; and recommended to both houſes, a neceſſary concern for maintaining the liberties of Europe at that important criſis.

It ſoon appeared that the country party had obtained a majority in the houſe of commons, and that the power of Sir Robert Walpole was in the greateſt danger. He knew that the majority of a ſingle vote might at any time commit him priſoner to the Tower; and that his ſafety depended on his dividing the oppoſition; he therefore employed all his credit and dexterity to produce this. A meſſage was ſent by the biſhop of Oxford, to the prince of Wales, who was at the head of the oppoſition, importing, that if his royal highneſs would write a letter of condeſcenſion to the king, he and all his counſellors ſhould be taken into favour; fifty thouſand pounds be added to his revenue, four times that ſum be immediately diſburſed for the payment of his debts; and in due time, a ſuitable proviſion be made for all his followers. Yet this propoſal, though ſo extremely advantageous, the prince declined; and declared, that he would accept of no ſuch conditions while Sir Robert continued to direct the public affairs: that he conſidered him as a bar between his majeſty and the affections of his people; as the author of the national grievances, and the ſole cauſe of that contempt in which Great Britain was held in all the courts of Europe. Sir Robert being thus diſappointed, and finding that he had little power in determining diſputed elections, upon an oppoſition of this kind, declared that he would never more ſit in that houſe; and the next day, which was the 3d of February, 1742, the king adjourned both houſes of parliament till the 18th of the ſame month. In this interim, Sir Robert was created earl of Orford, and reſigned all his

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his employments. Upon this occaſion he diſplayed the moſt prudent policy, by ſeparating the parts which compoſed the oppoſition. Walpole's place of chancellor of the exchequer was beſtowed upon Mr. Sandys, who was alſo appointed one of the lords of the treaſury; and the earl of Wilmington ſucceeded him as firſt commiſſioner of that board. Lord Harrington being created an earl, was declared preſident of the council; and in his room, lord Cartaret became ſecretary of ſtate: Mr. Pulteney was ſworn of the privy council, and afterwards created earl of Bath: the earl of Winchelſea and Nottingham was made head of the admiralty, in the room of Sir Charles Wager: and the earl of Stair appointed field-marſhal of all his majeſty's forces, and ambaſſador extraordinary to the States-general.

On the 7th of February, the prince of Wales, attended by a numerous retinue of his adherents, waited on his majeſty, who gave him a gracious reception, and ordered his guards to be reſtored. The reconciliation between the king and the prince, together with the change of the miniſtry, were celebrated with public rejoicings all over the kingdom; and the utmoſt concord appeared in the houſe of commons. But it was ſoon found that thoſe who had declaimed the loudeſt againſt the public meaſures, had been ſolely influenced by motives of ſelf-intereſt; and thoſe motions which had been deemed moſt patriotic, on being now made to the houſe, were oppoſed by thoſe who had formerly exerted themſelves with the greateſt eloquence in their defence. Among other inſtances, a motion being made by Sir Robert Godſchall, for leave to bring in a bill to repeal the act for ſeptennial parliaments, he was warmly oppoſed by Mr. Pulteney and Mr. Sandys, and the queſtion paſſed in the

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negative. From this, and many other inſtances of the like kind, it appeared, that though the miniſtry had been changed, the ſame meaſures were purſued.

The new parliament voted forty thouſand ſeamen, and ſixty-two thouſand five hundred landmen, for the ſervice of the year 1742; the expence of the year amounted to near ſix millions. The houſe of commons took into conſideration the ſtate of the linen manufactures of Great Britain and Ireland, and finding them in a very flouriſhing ſtate, in order to contribute to their farther advancement, an act was paſſed, whereby an additional duty was laid on all foreign cambrics imported into Great Britain, and for allowing thereout a bounty upon certain ſpecies of Britiſh and Iriſh linen exported. Hereby an additional duty was laid of one ſhilling and five-pence per half piece, or two ſhillings and ten-pence for every piece of foreign cambric imported; out of which additional duty a bounty of one penny was allowed for every yard of Britiſh and Iriſh linen, of the value of from ſix-pence to twelve-pence; and a half-penny per yard for linen, under the value of ſix-pence per yard exported. The bank of England this year lent the public towards the ſupplies, the ſum of one million ſix hundred thouſand pounds; in conſideration of which ſervice, an act of parliament paſſed to continue to that company the excluſive privileges of banking, formed by a partnerſhip of more than ſix perſons, till one year's notice, and repayment of principal and arrears, after the firſt day of Auguſt, 1764. By this act, perſons forging, counterfeiting, or altering of any bank note, bill of exchange, dividend warrant, or any bond of obligation under that company's ſeal, or any indorſement thereon, or knowingly uttering the ſame, ſhall ſuffer death without benefit of clergy. Hereby alſo

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alſo the company's ſervants breaking their truſt to the company, ſhall ſuffer death as felons, without benefit of clergy.

By an act paſſed at this time, a bounty of five pounds over and above his wages was granted to every able-bodied ſeaman, and three pounds to every ordinary ſeaman; and the widows of ſuch as might from thenceforth be killed in the ſervice, were granted a year's pay as a bounty. This act extended to Ireland. By it, the pay for ſeamen in the merchant's ſervice was regulated at thirty-five ſhillings per month, for the next twelve months following, and not to exceed that ſum.

A north-weſt paſſage to China, Japan, and India, had long been ſuppoſed to exiſt, but twenty years had now elapſed ſince any attempt had been made to explore it. Mr. Arthur Dobbes, a native of Ireland, and a man of ingenuity and enterprize, found means to prevail on the board of admiralty to cauſe another attempt to be made for finding that ſuppoſed paſſage, which was undertaken at the public expence. Accordingly two king's ſhips were ſent out on that diſcovery, under the direction of captain Chriſtopher Middleton, who had been twenty years a commander in the Hudſon-bay Company's ſervice.

His inſtructions from the board of admiralty, on the ſuppoſition of finding a paſſage, were in ſubſtance as follow:

"In places where you meet with inhabitants make purchaſes with their conſent, and take poſſeſſion of convenient ſituations in the country, in the name of his majeſty of Great Britain; but where there are no inhabitants, you muſt take poſſeſſion, by ſetting up of proper inſcriptions, as firſt diſcoverers and poſſeſſors. If in your paſſage, you meet with any ſhips trading to the weſtern countries, eaſt-

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ward of Japan, or any Japaneſe ſhips, and you apprehend any danger from them, ariſing either from their force or number, you are then to proceed no farther on the diſcovery, but immediately to return; that ſhips of ſufficient force may be ſent out next ſeaſon, to begin a trade, or make a ſettlement, without any apprehenſion of diſturbance from any powerful nations on that ſide, leaſt any accident ſhould prevent your return, and diſcourage any farther attempts to be made for the future. If you ſhould arrive at California, without any apprehenſion of danger, and chooſe to winter in forty-two degrees, (where Caxton is ſaid to have found a civilized nation and a good harbour) or elſe more ſoutherly, then endeavour to meet captain Anſon, in the month of December, before the arrival of the Manilla, or Acapulco ſhip at Cape St. Lucas, the ſouthern cape of California; and leave a copy of your journal with him, leſt any accident ſhould happen to you upon your return; and ſo the diſcovery be loſt, and that it might prevent ſhips being ſent out to your relief in caſe of ſhipwreck."

Given under our hands the 20th day of May, 1741.

CHARLES WAGER,
THOMAS FRANKLAND,
GLENORCHY *.

The captain ſailed on the diſcovery in 1741, and wintered in the vaſt bay of Hudſon, at one of the company's forts on Churchill river; and in the ſummer of 1742, he ſailed again as far north as ſixty-ſix degrees and a half, and ſearched into an inlet or river weſtward, which he named Wager river; and being then fully convinced that no ſuch paſſage was

* Captain Middleton's defence of his conduct, publiſhed 1743.

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to be found, he returned home that ſame year with the king's ſhips.

This miſcarriage, the projector of the enterprize endeavoured to perſuade the world, ought to be imputed to the captains neglect, whom he accuſed of really knowing that ſuch a paſſage did exiſt, but purpoſely concealing it in order to favour the Hudſon's bay Company, who laboured to prevent the knowledge of it from the apprehenſion that it would cauſe their trade to be laid open. He founded theſe ſevere charges againſt captain Middleton, on the ſaltneſs of the water, the ſtrength of tides and currents up Wager ſtraits (or river) and becauſe black whales were found therein, and in the open called, the Welcome, which lies near it. Later experience has tended to prove the navigator in the right, and the projector in the wrong. But much more light would be thrown on this matter, if that luminary in navigation, captain Cook, ſhould be ſo fortunate as to return from the expedition in which he has been now three years engaged, and for whoſe ſafety the lovers of ſcience are juſtly anxious.

Hitherto the war with Spain had been carried on by ſea, where the natural ſtrength of Great Britain lay, but the jarring intereſts of the potentates of Europe were now on the point of ſpreading that deſolating evil over the continent. The king's attachment to his electoral dominions, contributed greatly to cauſe the new miniſtry to engage in the German quarrel; an army was therefore prepared to be ſent over into Flanders, which rendered the war with Spain no more than a ſecondary conſideration.

To underſtand the poſture of public affairs at this period, it will be neceſſary to give a ſhort view of the origin of the troubles on the continent. In the year 1740 the emperor Charles VI. died, which immediately

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ately cauſed the court of France to throw off that pacific ſyſtem ſhe had ſo long adopted, and regardleſs of treaties, particularly the pragmatic ſanction, which ſettled upon the daughter of the emperor the reverſion of all his dominions, the French cauſed the elector of Bavaria to be crowned emperor. Thus the daughter of Charles VI. deſcended from an illuſtrious line of emperors, ſaw herſelf ſtripped of her inheritance, and, for a whole year, without hopes of ſuccour. She had ſcarce cloſed her father's eyes, when ſhe loſt Sileſia, by an eruption of the young king of Pruſſia, who ſeized the opportunity of her defenceleſs ſtate, to renew his ancient pretenſions to that province, of which it muſt be owned his anceſtors had been unjuſtly deprived. France, Saxony, and Bavaria, attacked the reſt of her dominions. In this forlorn ſituation ſhe found a powerful ally in Britain; Sardinia and Holland ſoon after came to her aſſiſtance; and, laſt of all, Ruſſia joined in her cauſe. It may be demanded, what part Britain had in theſe continental meaſures? The intereſts of Hanover; the ſecurity and agrandizement of that electorate, depended upon the proper regulation of the empire. Lord Carteret had now taken that place in the royal confidence which had formerly been poſſeſſed by Walpole; and, by purſuing theſe meaſures he ſoothed the wiſhes of his maſter, and opened a more extenſive field for his own ambition. He expected honours from victories which could produce no good; and from campaigns, which, whether ſucceſsful or unfortunate could only terminate in misfortune. The miniſtry, who were formerly the foremoſt to declaim againſt continental meaſures, now boldly ſtood up in defence of them; and, at length, by dint of number, carried their cauſe. The people ſaw, with pain, their former defenders ſacrificing the blood and treaſure of

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of the nation upon deſtructive alliances; they knew not now on whom to rely for ſafety; and began to think that patriotiſm was but an empty name. However injurious theſe meaſures might have been to the nation, they were of infinite ſervice to the queen of Hungary. She began, at this period, to triumph over all her enemies.

The remonſtrances which had been made to parliament, not only by the merchants of London, but from the cities of Briſtol, Exeter, and Glaſgow; the towns of Liverpool, Lancaſter, Biddeford, Southampton, and other places; ſetting forth that the Britiſh trade and commerce had been continually expoſed to the depredations of Spaniſh privateers, ever ſince the breaking out of the war, led the houſe of commons to enter into reſolutions for the better protection of the commerce of the nation; and a number of frigates were appointed to cruiſe in the channel and along the coaſts, to diſperſe the ſhips of Spain that infeſted thoſe parts.

A re-enforcement of ten ſail under the command of commodore Leſtock, who had left the Weſt-Indies ſoon after the return of the fleet from the expedition againſt Carthagena, was ſent to admiral Haddock, in the Mediterranean, and arrived at Port Mahon on the 1ſt day of February. Haddock, whom chagrin had reduced to a bad ſtate of health, quitted the command to Leſtock, and embarked on board the Roebuck man of war for England.

Leſtock, whilſt his fleet was getting ready for ſea, diſpatched ſome cruiſers to the coaſt of Spain; theſe intercepted ſeveral veſſels laden with proviſions, deſigned for the Spaniſh troops.

On the 12th day of April the commodore left Port Mahon, having with him a fleet conſiſting of twenty-eight men of war, with which he proceeded to Toulon, from whence, after throwing the inhabitants

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bitants into the utmoſt conſternation, he departed, and proceeded to Antibes, and along the coaſt of Italy.

One of the firſt ſteps taken by the new miniſtry, was to appoint admiral Matthews to the command of the Mediterranean fleet: on which occaſion he was advanced to be vice-admiral of the red, and commodore Leſtock, who was to be ſecond in command, was promoted to the rank of rear-admiral of the white.

Admiral Matthew's ſat ſail on the 16th day of April from Spithead, having with him four ſhips of the line, and under his convoy the merchant-ſhips for Oporto, Liſbon, and the Levant. He was likewiſe inveſted with the character of miniſter plenipotentiary to the king of Sardinia and the States of Italy.

The admiral joined the fleet at Villa Franca near Nice, and immediately directed captain Norris to deſtroy five Spaniſh gallies, which had put into the bay of St. Tropez; which ſervice was effectually and expeditiouſly performed. It preſently appeared very evidently that no good underſtanding ſubſiſted between the commander in chief and the ſecond in command, the former openly attacking the latter as ſoon as he arrived, on the ſcore of a breach of reſpect, which the other inſiſted he had duely paid. In the month of May admiral Matthews was joined by rear-admiral Rowley, which rendered the Britiſh fleet ſomewhat ſuperior to thoſe of France and Spain united; which however ſtill kept ſafe moored in the harbour of Toulon, whilſt detachments from the Engliſh fleet ſcoured the coaſts of Catalonia, Provence, and Italy. Whilſt things remained in this ſituation, a French man of war ſailed cloſe along the harbour of Villa Franca, in ſight of the Britiſh fleet, without paying the uſual compliment to the flag;

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flag. Admiral Matthews fired a gun at the Frenchman, to remind him of his omiſſion, but this did not obtain the required ſalute. A man of war was hereupon ordered out, in order to chaſtiſe ſuch inſolence, who, at length poured a broad-ſide into the French ſhip, which ſunk her inſtantly. Soon after this piece of chaſtiſement was inflicted, admiral Rowley was detached with eight ſail to cruiſe off the harbour of Toulon; in which ſtation he fell in with and took a great number of the enemy's merchantmen, bound for different ports in Provence and Languedoc, having on board neceſſaries for the Spaniards. In Auguſt another ſquadron was ſent out under commodore Martin, into the bay of Naples, to require of his Sardinian majeſty, that he ſhould immediately recal his troops that had joined the Spaniſh army, and enter into an engagement to remain neuter during the war, or, in caſe of his refuſal, to lay his capital in aſhes. On the appearance of this force, and when the terms inſiſted on were known, the city was filled with conſternation; but the king by a prudent compliance averted the impending danger. The commodore having accompliſhed the object on which he was ſent, rejoined his admiral, who had by that time taken his ſtation with his whole fleet in the road of Hieres, there to continue during the winter ſeaſon.

At the ſame time, captain Norris in the Kingſton of fifty guns, and captain Callis in the Duke fire-ſhip, whilſt cruiſing between Villa Franca and the iſles of Hieres, had intelligence that five Spaniſh gallies laden with ammunition and proviſions for the Spaniſh army, were ſailed from St. Margaretta, and had arrived at St. Tropez, a little harbour in Provence, they immediately followed them thither, with an intention to detain them till they had received orders from the vice-admiral in what manner to regu-

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late their behaviour: but the Spaniſh gallies on their arrival began to fire on the Britiſh ſhips, and by thus breaking the rules eſtabliſhed for a neutral port captain Norris directly gave orders to captain Callis to ſet fire to them, which he executed accordingly and deſtroyed them; while another part of the Britiſh ſquadron, cruizing on the coaſt of Catalonia, bombarded the towns of Mataro and Palamos, by which a great part of the houſes were deſtroyed and many of the inhabitants buried under the ruins.

While the vice admiral lay in Hieres bay, having received intelligence, that the Spaniards had got together ſome conſiderable magazines at St. Remo, a Genoeſe town on the Mediterranean, thirty miles north eaſt of Nice, diſpatched thither captain Martin, toward the latter end of Auguſt, who arrived before that place on the firſt of September, when he immediately ſent a party on ſhore to ſearch for the magazines, which they found, and entirely deſtroyed a large quantity of corn and flour, with two hundred and fifty quintals of ſtraw, deſigned for the uſe of the Spaniſh army: after which nothing of any great importance happened this year in the Britiſh fleet, which continued their ſtation off Toulon.

In the mean time the Engliſh merchants loſt great numbers of ſhips in the Britiſh and German oceans, by which means their trade to Holland was greatly interrupted, and even became very precarious along their own coaſts: beſides, the Spaniards took and carried many conſiderable prizes into Vigo, Bilboa, and St. Sebaſtian, where our ſailors ſuffered inexpreſſible hardſhips, being driven barefooted one or two hundred miles up the country, where they were thruſt into damp dungeons, and allowed only bread and water by the Spaniards, and had not ſixpence a day been granted by the Britiſh government to every priſoner

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priſoner (and which was regularly paid them) they would have inevitably periſhed.

Many, however, of the Britiſh commanders, both of the king's ſhips and privateers, took ſeveral rich prizes from the Spaniards and deſtroyed a conſiderable number of their privateers, while the maſters of the merchantmen bravely defended themſelves, and never were taken but by a much ſuperior force. Some of theſe gallant actions are as follows.

The earl of Northeſk, commander of the Loo man of war, being on a cruize off cape Finiſterre, had intelligence of a ſmall privateer being at Porto Novo; upon which he ſtood in there on the thirtieth of June, but the privateer diſcovering him, got higher up the river than the Loo could venture; and it falling calm, lord Northeſk was obliged to anchor cloſe by the towns of Porto Novo and St. Jago, into which he fired a few ſhot: then landing ſome men, he diſmounted four guns which were on a battery at Porto Novo; and after ſetting fire to ſeveral houſes in St. Jago, he proceeded on his cruiſe, where, on the ſeventh of July, his lordſhip meeting with the Deal caſtle man of war, commanded by captain Elton, and receiving information of ſome veſſels being at Vigo, they both ran up the river and anchoring before that town, they made prize of four veſſels, after firing ſeveral ſhot into the town, in order to cover the boats while they cut them away, a ſmart fire of muſketry from the ſhore being kept at them all the time. After this, the men of war continued their cruize, during which lord Northeſk, upon intelligence that the privateer was ſtill about the river of Porto Novo, on the 19th of July ran in and anchored under the iſland of Blydones, where his lordſhip put a lieutenant and ſixty men, with two ſix pounders, into one of the ſloops taken at

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Vigo, which he ſent up the river in queſt of the privateer. The ſloop could ſee nothing of her, but in her return ſhe chaſed a bark on ſhore and ſet her on fire. Lord Northeſk then landed ſome of his men, and after burning a village conſiſting of about forty houſes, he repaired to his ſtation.

On the 27th of December the Pulteney privateer, a large brigantine, mounting ſixteen carriage guns and twenty ſix ſwivels, with forty two men, commanded by captain James Purcel, was returning to Gibraltar from a cruize in the mouth of the Straits: and as ſhe was ſtanding in for the bay from the weſt with little or no wind, was ſeen from old Gibraltar; from whence two large Spaniſh xebeques, each carrying one hundred and twenty men, twelve carriage guns, and a great number of patteraroes and muſquetoons, were ſent to take the Pulteney; and looking upon her as an eaſy prey, made haſte with their oars, and ſoon come up with her, a little to the eaſt of Europe point and almoſt within reach of the guns of Gibraltar, the governor of which refuſed a reinforcement of men, alledging that it was impoſſible ſo ſmall a veſſel even full of men could eſcape a force ſo much ſuperior to her. The brave captain Purcel however reſolving to defend his veſſel to the laſt extremity; and finding his officers and men in the ſame diſpoſition, prepared for an obſtinate reſiſtance. After a few ſingle guns, the Spaniards came near, and hailing the veſſel by her name, and the captain by his, entreated him to ſtrike and preſerve the lives of his men, otherwiſe to expect no quarter. Theſe threats were returned with guns; after which the Spaniards attempted to board and were reſolutely beat off; they made two attempts more, but captain Purcel prudently reſerving half his broad-ſide, they had not courage to board him, though they expoſed themſelves ſo much, particularly

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larly in the laſt puſh, that they could ſtand it no longer, and made off with their oars towards Malaga, having loſt above one hundred of their men. The engagement laſted an hour and three quarters, the Pulteney having but one man killed and five more dangerouſly wounded; though, what is a very remarkable circumſtance, every man on board was ſhot through his cloaths, the ſails and rigging were all cut to pieces, and ſome nine pounders went through the hull and maſts. It falling calm after the engagement, the Pulteney was towed round by ſeveral boats which came from Gibraltar; and the garriſon had ſuch a high ſenſe of the merit of this action, that the governor, officers, and principal inhabitants contributed for a large piece of plate as a preſent to the captain with a ſuitable inſcription, and gave a handſome reward to the ſailors for their bravery.

Theſe were the moſt important actions, in which the commanders of Britiſh ſhips this year diſtinguiſhed themſelves in the European ſeas. In the mean time, the government ſhewed a regard for the protection of their ſeamen, and alſo their reſolution not to ſuffer any officer of the royal navy to eſcape with impunity either for a neglect of duty, or ill treatment of their men. For in May a cartel was ſettled with the court of Madrid for the exchange of priſoners; in purſuance of which above ſix hundred Engliſh ſeamen were releaſed from St. Sebaſtian, and a conſiderable number exchanged at Gibraltar. Sir Yelverton Peyton captain of the Hector man of war, and captain Fanſhaw commander of the Phœnix, having returned from their ſtations at Virginia and South Carolina, and complaints having been made about their conduct there, a court-martial was appointed to try them, which on the 9th of June was held by admiral Cavendiſh,

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on board the St. George at Spithead, when the court adjudged Sir Yelverton to be diſmiſſed from ever ſerving in the royal navy, and mulcted captain Fanſhaw ſix months pay for the uſe of the cheſt at Chatham, a fund of charity eſtabliſhed in the year 1588, for the relief and ſupport of wounded ſeamen. And on the 19th of Auguſt the ſame admiral held another court-martial at Spithead on the captain of the Superbe, who was caſhiered and rendered incapable of ſerving again, for ill treatment to his officers, and inhuman cruelty to his men.

Such were the operations in Europe during the year 1743. Let us now follow the Britiſh fleet in its operations in the Weſt-Indies; where, after the diſgraceful retreat from Cuba, it rendezvouſed at Jamaica. In January a re-enforcement of two thouſand marines arrived from Europe; alſo the Greenwich, St. Albans, and the Fox man of war; upon which the admiral and general, although their animoſities were nothing abated, formed a plan for a freſh expedition in concert with governor Trelawney, who agreed to accompany them therein. Their deſign was to diſembark the troops at Porto-Bello, and march acroſs the iſthmus of Darien, to attack the rich town of Panama. Two months elapſed after this reſolution was taken before the troops were all embarked, and the tranſports ready to ſail. On the 9th day of March the whole fleet left Jamaica, and arrived at the place of their deſtination on the 28th. The fleet conſiſted of eight ſail of the line, three fire-ſhips, and two hoſpital ſhips, together with forty tranſports, on board of which were three thouſand land-forces; beſides five hundred negroes raiſed by the governor. The Spaniſh forces at Porto-Bello, immediately on the arrival of this armament, made a precipitate retreat to Panama, without attempting to oppoſe their landing; but inſtead

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of debarking the troops, a council of war compoſed of land officers was called, in which it was reſolved; that as the troops were ſickly, the rainy ſeaſon begun, and ſeveral of the tranſports not yet arrived, the deſign againſt Panama was rendered impracticable. Another motive for forming this reſolution was, advice which had been received that the garriſon of Panama had been greatly ſtrengthened by freſh troops poured in. In purſuance of this determination, in which the admiral and ſea officers bore no part, the fleet returned to Jamaica, to the utter diſgrace of thoſe who planned the enterprize, and of thoſe who abandoned it without making a ſingle effort to carry it into effect. In Auguſt captain Cuſack in the Litchfield of fifty guns, was ſent from Jamaica, with about three hundred ſoldiers, to the ſmall iſland of Rattan in the bay of Honduras, of which he took poſſeſſion.

In the latter end of September, captain Fowke in the Gibraltar man of war, arrived at Jamaica with diſpatches from the duke of Newcaſtle, in which both the admiral and general were recalled, and directed to bring home with them ſuch troops as remained alive, which did not amount to a tenth part of the number which had been ſent abroad in that inglorious ſervice. The inferior officers fell ignobly by ſickneſs and deſpair, without having an opportunity allowed them of ſignalizing their courage; and the commanders lived to feel the ſcorn and reproach of their country *.

In the month of June the new colony of Georgia was invaded by an armament from St. Auguſtine, commanded by Don Martinel de Monteano, governor of that fortreſs. It conſiſted of thirty-ſix ſhips, from which four thouſand men were landed

* Smollet's Hiſtory of England, Vol. XI. p. 132.

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at St. Simons, and began their march for Frederica. General Oglethorpe, with a handful of men, took ſuch wiſe precautions for oppoſing their progreſs, and harraſſed them in their march with ſuch activity and reſolution, that after two of their detachments had been defeated, they retired to their ſhips, and totally abandoned the enterprize.

In May two Engliſh frigates, commanded by the captains Smith and Stuart, fell in with three Spaniſh men of war near the iſland of St. Chriſtopher's. An engagement enſued, which was maintained with great ſpirit until night, by the favour of which the Spaniards retired to Porto Rico, having been much ſhattered in the conflict.

In the month of September the Tilbury ſhip of war of ſixty guns, was accidentally ſet on fire and deſtroyed off the iſland of Hiſpaniola; on which occaſion one hundred and twenty-ſeven men periſhed, the reſt were ſaved by captain Hoare of the Defiance, who happened to be on the ſame cruiſe.

The government, ſenſible of the diſadvantages attending a command divided between the land and ſea officers, at the ſame time that they inveſted Sir Chaloner Ogle with the command of the fleet in the Weſt-Indies, gave him abſolute authority over the marine forces.

The parliament met on the 16th day of November 1742, when the conduct of the new miniſtry underwent a ſevere examination. The war with Spain was languidly conducted, while their chief attention was turned to the affairs of the continent. They therefore preſently became as unpopular as the former; and juſtly, for with an unabaſhed effrontery, they now maintained the propriety of every meaſure which they had before execrated: and to add inſult to apoſtacy, they argued upon the very principles of their predeceſſors, which they

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they had taken to explore. Forty thouſand ſeamen were voted for the ſervice of the year 1743, at four pounds per month for thirteen months, including the ordnance for ſea-ſervice. Eleven thouſand five hundred and fifty marines were voted, and the ſum of two hundred and ſix thouſand two hundred and fifty-three pounds fifteen ſhillings for defraying the charge of the ſame. The ſum of one hundred and eighty-eight thouſand five hundred and fifty-eight pounds fifteen ſhillings and five-pence was granted for the ordinary of the navy (including half-pay to ſea-officers) Ten thouſand pounds for the ſupport of Greenwich Hoſpital. One hundred and thirty-three thouſand eight hundred and ſeventy-one pounds eight ſhillings and eleven pence for the freight of tranſports, between the firſt day of January 1741 and the 31ſt day of December 1742. Twelve thouſand pounds was alſo granted for the farther ſettling and improving the province of Georgia. The amount of the grants during this ſeſſion was five millions nine hundred and twelve thouſand four hundred and eighty-three pounds twelve ſhillings and three-pence.

In the month of February 1743, Sir Chaloner Ogle, who then lay in Port Royal Jamaica with his fleet, appointed captain Knowles of the Suffolk, a ſeventy gun ſhip, to take under his command the Burford of ſeventy guns, the Aſſiſtance, Norwich, and Advice of fifty guns, the Scarborough of twenty guns and three ſloops, and proceed to Antigua, where he was to be joined by the Eltham of forty guns, and the Lively of twenty, and with this ſquadron make an attempt on La Guira and Porto Cavallo, two Spaniſh fortreſſes on the Caracco coaſt of South America.

Commodore Knowles, with theſe eight men of war, and three ſloops, having two thouſand three hundred ſailors and marines, with four hundred of

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Dalzell's regiment on board, ſailed from Antigua on the 12th of February, and after touching at St. Chriſtopher's, proceeded to La Guira. But the governor of the Caraccas having received intelligence of this expedition almoſt two months before, had neglected nothing that tended to his ſecurity, by erecting new batteries, and augmenting the garriſons with a numerous body of Indians, mulattos, and negroes; beſides, he had prevailed on the Dutch governor of Curacoa, an iſland of the leſſer Antilles, to ſupply him with a conſiderable quantity of ammunition.

On the 18th of February, the Engliſh commander, having arrived with his ſquadron in ſight of La Guira, began the attack about twelve at noon, which was carried on with great vigour, and met with an equally warm reſiſtance. By reaſon of the great ſwell, the ſhips could not approach nearer the town than within a mile of it, which rendered it impracticable to land the ſoldiers, but all the ſhips behaved with great reſolution. At the beginning of the attack the Spaniſh flag was ſhot down, but ſoon hoiſted again; ſome conſiderable breaches were made in the fortifications, the churches were entirely demoliſhed, and a great number of houſes deſtroyed. Only three ſhips were in the harbour, for cutting which out, or ſetting them on fire, ſome boats were manned from the ſquadron, but could not ſucceed.

The attack continued till almoſt eight at night, and though the Spaniſh magazine blew up, yet the darkneſs of the night put an end to the engagement. The Burford, Norwich, Eltham, and Aſſiſtance, being entirely diſabled from keeping the line of battle, and continuing the attack, were ordered to Curacoa to refit. The Suffolk received one hundred and forty-ſix ſhot, and the other ſhips were con-

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conſiderably damaged, ſo that the attempt miſcarried, after the loſs of one lieutenant, ninety-two men killed, and three hundred and eight wounded; among the latter was captain Luſhington, commander of the Burford, who had his thigh taken off by a chain-ſhot, and expired at Curacoa, two hours after he was carried aſhore. The Spaniards however had little cauſe of being elated, as their town and fortifications were greatly damaged, with the loſs of ſeven hundred men.

Commodore Knowles, after refitting his ſquadron at Curacoa, and being reinforced with ſome Dutch volunteers, who had been injured by the Spaniards, reſolved to make an attack upon Porto Cavallo; though the Spaniards had put the town in a good poſture of defence, having about twelve hundred ſeamen belonging to the ſhips in the harbour, with three hundred men more, beſides four thouſand Indians, mulattos, and blacks. The commodore ſailed from Curacoa, March the 20th; but by reaſon of a ſtrong lee current, it was the 15th of April before he came under the keys of Barbarat, a little to the eaſtward of Porto Cavallo. The Spaniards had twelve of their ſmalleſt ſhips, and three gallies hauled up to the head of the harbour out of gun-ſhot, with one of ſixty, and another of forty, moored cloſe over to the other ſhore: one ſhip was laid acroſs the channel in the mouth of the harbour, ready to be ſunk, with a chain from the caſtle to the ſtern, and another from her head to the main, where had lately been erected three faſcine batteries of a conſiderable length. On a low point called Ponta Brava were two more batteries, one of twelve, and the other of ſeven guns. But the commodore perceiving that they might eaſily be flanked, thought it would be no difficult matter to make himſelf maſter of the batteries, the guns of which might

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then be turned againſt the caſtle. Accordingly it was agreed in a general council held next morning, to ſend in two ſhips in the afternoon to cannonade the batteries, and then land the volunteers, with about four hundred ſeamen, the detachment of Dalzell's, all the marines with the Dutch to take poſſeſſion of them after being ſilenced, their retreat being ſecured by the Aſſiſtance which lay within piſtol-ſhot of the ſhore. The Lively and Eltham that were ſent in to cannonade the batteries, ſilenced them about ſun-ſet, and by dark firing ceaſed on both ſides: when the forces, conſiſting of twelve hundred men, landed, under the command of major Lucas; and on their march along a beach, the commodore accompanied them in his boat. About eleven the van ſeized one of the faſcine batteries; but the Spaniſh ſentinel firing his piece, alarmed the garriſon and the other batteries, on which two guns fired from the latter, put the forces into diſorder, who not obſerving the proper watch-word, fired at one another. This put them in ſuch confuſion that their officers calling out to caſt off their muſkets, ſtoop and run, they did ſo with the utmoſt precipitation, each man taking his comrade for a Spaniard; nor did they recover from this ſhameful fright, till they found themſelves ſafe on board. On the 21ſt, in a general conſultation, after conſidering the late miſcarriage, it was reſolved to form one general attack with the ſhips and forces againſt the caſtle and the faſcine batteries. In purſuance of this reſolution, on the 24th in the forenoon, a ſmall breeze ſpringing up, the commodore weighed and run down in the following order, the Aſſiſtance, Burford, Suffolk, and Norwich, to batter the caſtle; and the Scarborough, Lively, and Eltham againſt the two faſcine batteries. They began cannonading about eleven, and continued

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tinued till paſt nine at night, with great obſtinacy on both ſides. The Spaniards ſometimes ſlackened their fire; and the Engliſh did good execution in diſmounting their guns, beating ſeveral embraſures into one, and ſilencing the faſcine batteries. But night coming on, their fire was briſker and did more miſchief, whereupon ſome of the ſhips having expended all, and others moſt of their ammunition, with their maſts and rigging ſhattered, the commodore made the ſignal to cut, and after the loſs of two hundred men, anchored about a random ſhot diſtance. During the cannonading the Spaniards ſunk the ſhip in the mouth of the harbour, which ſtopped up the channel. Next morning the ſquadron got under the keys of Barbarat to refit, and in the evening was joined by the Advice, which had parted company three days after ſailing from Curacoa. On the 28th, in a general council, it was agreed that the ſquadron was no longer in a condition to undertake any enterpriſe againſt the Spaniards, upon which, after ſending away the ſtation ſhips, and an exchange of priſoners with the governor of Porto Cavallo, the commodore returned to Jamaica.

The Britiſh and Spaniſh ſquadrons remained for the reſt of the year inactive in the ports of Cuba and Jamaica; though our cruizers and privateers were ſucceſsful in making a conſiderable number of prizes, among theſe the San Joſeph le Deſiderio, a regiſter ſhip, computed by the Spaniards to be worth one hundred thouſand pounds, was taken April the 17th by captain Tucker, in the Fowey man of war, cruizing off cape Corientes. On the 19th of June, lord Bamff, in the Haſtings man of war, on his cruize off the Azores, took a French polacre, called Le St. Jean, with one million, three hundred thouſand pieces of eight, regiſtered at Cadiz;

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Cadiz; and on the 23d of July, a Spaniſh privateer. Captain Barnably in the Litchfield on his cruize off Porto Rico, in the month of September, took and deſtroyed four Spaniſh privateers, burnt a ſloop in Aguada bay, and demoliſhed a battery of four guns, under which the ſloop was at anchor; and afterwards he landed ſome men with an officer, who ſpiked up the guns, burnt the carriages and guard-houſes, carrying off the colours in ſight of a great number of Spaniards, of whom the Engliſh killed about two hundred, with the loſs of only one man. Some privateers fitted out at St. Chriſtophers had alſo been very ſucceſsful; and the whole loſs of the Spaniards this year in America, was computed at no leſs than ninety-five veſſels, a great number of which were conſiderable prizes.

Auguſt the 9th, 1743, upon the demiſe of Sir Charles Wager, admiral of the white, and Philip Cavendiſh, eſq; admiral of the blue, his majeſty appointed ſir John Norris, knt. admiral of the red; John Balchen, eſq; admiral of the white; Thomas Matthews, eſq; vice admiral of the red; Nicholas Haddock, eſq; vice admiral of the white; ſir Chaloner Ogle, knt. vice admiral of the blue; James Steuart, eſq; rear admiral of the red; Richard Leſtock, eſq; rear admiral of the white, and ſir Charles Hardy, knt. rear admiral of the blue.

As the French were getting ready a conſiderable armament at Breſt, a fleet of twelve men of war was ordered in the ſummer to rendezvous at Spithead, under ſir John Norris, who, as no intelligence was received of the French fleet being in readineſs, did not take the command till the beginning of next year, when being augmented, proceeded to prevent the meditated invaſion from Dunkirk.

In the Mediterranean our naval affairs were in much the ſame ſituation as at the cloſe of the preceding

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ceding year, the fleet under admiral Matthews remaining ſtill at the iſles of Hieres, to prevent the French and Spaniſh fleet getting out of Toulon.

While admiral Matthews lay here, ſome of his ſailors on the 10th of April, going on ſhore for refreſhments to the town of Hieres, the French garriſon refuſed them entrance, on which a ſcuffle enſued. The governor of Provence ſent a reinforcement of ſix hundred men; and as the Engliſh were aſſiſted from the fleet, the fray did not end before thirty French and one hundred and twenty Engliſh were killed.

The war on the continent was proſecuted with greater vigour. The army which had been formed in Flanders, began to be in motion the latter end of February. In the month of May, the earl of Stair, who was commander in chief, encamped near Hoech, on the river Mayne. The duke of Cumberland arrived in the camp, in order to make his firſt campaign, and his father, the king of Great Britain, ſoon followed him. At this time the army was in the moſt imminent danger of ſtarving, the Marſhal Noailles, who commanded the French troops, having found means to cut off all communications by which they could be ſupplied with proviſions. In this ſituation, the king reſolved to proceed forward, to join twelve thouſand Hanoverians and Heſſians, who had reached Hanau. With this view he decamped; but before the army had marched three leagues, he found the enemy had incloſed him on every ſide, near a village called Dettingen. In this ſituation he muſt have fought at great diſadvantage, if he began the attack; and if he continued in the ſame ſituation, his army muſt have periſhed for want of ſubſiſtance. The impetuoſity of the French, however, ſaved his army; they paſſed a defile which they ſhould have guarded; and, under the conduct of the duke of Gramont, their horſe charged with great

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great fury. They were received by the Engliſh infantry with undaunted reſolution; the French were obliged to give way, and to paſs the Mayne with great precipitation, and with the loſs of about five thouſand men. The king, who was poſſeſſed of perſonal courage, which ſeems hereditary to the family, expoſed himſelf to a ſevere fire of cannon, as well as muſquetry; and, in the midſt of the ranks, encouraged his troops, by his preſence and example. The whole of the battle on either ſide, exhibited more courage than conduct. The Engliſh had the honour of the day; but the French ſoon after took poſſeſſion of the field of battle, treating the wounded Engliſh that were left behind with a clemency unprecedented in ancient hiſtory, and that ſerves to ſhew how ſuperior the preſent times are in point of humanity to the boaſted ages of antiquity. Though the Engliſh were victorious upon this occaſion, yet the earl of Stair, who commanded, did not aſſume any honour from ſuch a victory; he was unwilling that his reputation ſhould ſuffer for meaſures which he was not allowed to conduct; he therefore ſolicited, and obtained leave to reſign; and the Britiſh troops deſiſted from farther operations during the campaign.

The tranſactions of the year 1743 being now cloſed, we ſhall follow commodore Anſon in his long and important expedition in the South-Seas. Of his ſetting out we have already ſpoken. The commodore was on board the Centurion, a ſixty gun ſhip with four hundred men.

Beſides which his ſquadron was compoſed of,

Ships.	Guns.	Men.	Commanders.
The Glouceſter	50	300	Richard Norris
The Severn	50	300	Richard Legge
The Pearl	40	250	Matt. Mitchell
The Wager	28	160	Danby Kidd
The Trial ſloop	8	100	Hon. G. Murray

together

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LORD ANSON, first Lord of the Admiralty, and Vice Admiral of *GREAT-BRITAIN*.

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together with two victuallers, the Anna and Induſtry pinks; the latter of which having fulfilled her charter party, which was to proceed to a certain latitude and there unload her cargo, which conſiſted of proviſions for the ſhips, proceeded to Barbadoes, and in her return home from that iſland with a valuable cargo, was taken by the Spaniards.

Mr. Anſon proceeded to the iſland of Madeira, and arrived there on the 25th day of October, 1740. Here he learned from the governor that ſeven or eight ſhips, ſuppoſed to be the enemy's, had paſſed by to the weſtward a few days before his arrival; of which ſquadron he could obtain no farther intelligence, though he had diſpatched an officer in a clean ſloop eight leagues to weſtward to look after them, who returned without having ſeen them.

It was very juſtly ſuſpected that theſe ſhips, apprized of Mr. Anſon's deſtination, were diſpatched to the Spaniſh ſettlements to prepare them for his reception; and that theſe ſuppoſitions were well grounded appeared from the people of Panama, long before his arrival in thoſe ſeas, being able to deſcribe his ſtrength and the place of his deſtination: beſides, the Spaniſh admiral had ſo exactly imitated Mr. Anſon's broad pendant, that the captain of the Pearl was deceived by it, even ſo far as to get within gun ſhot before he diſcovered his miſtake.

This Spaniſh ſquadron conſiſted of five ſhips, viz.

The Aſia of ſixty guns and ſeven hundred men, on board of which ſailed the admiral Don Joſeph Pizarro.

The Guipuſcoa of ſeventy-four guns and ſeven hundred men.

The Hermiona of fifty-four guns and five hundred men.

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The Eſperanza of fifty guns and four hundred and fifty men.

The St. Eſtevan of forty guns and three hundred men,

Together with a patache mounting twenty guns, having on board their full complement of ſailors and marines, beſides an old regiment of foot to reinforce the garriſon in the South Seas.

This ſquadron on the 26th of October, arrived in the bay of Maldonado in the river of Plate, intending to take in proviſions, having ſtocked themſelves in Old Spain with a ſupply only for four months: yet with this almoſt exhauſted ſtore, he again put to ſea, and endeavoured to double cape Horn upon private notice of the Britiſh ſquadron at St. Catherines, his intention being, if poſſible, to get firſt into the South Seas. Many advantages were allowed to the common men in order to animate them in the due performance of their duty, and enable them to go through the fatigues and perils which threatened them, in ſo precipitate and even imprudent an undertaking; for the proviſions which were expected, had arrived from Buenos Ayres at Maldonado the day after Pizarro weighed anchor, the want of which very much increaſed the calamities he afterwards underwent.

Pizarro with his ſquadron having, towards the latter end of February, 1741, run the length of cape Horn, he then ſtood to the weſtward, in order to double it, but in the night of the laſt day of February the Guipuſcoa, the Hermiona and the Eſperanza were ſeparated from the admiral, and were all forced to bear away for the river of Plate, by a terrible ſtorm at north weſt, which, in ſpite of their utmoſt efforts, drove them to the eaſtward.

It was not until the middle of May that Pizarro in the Aſia arrived at the river of Plate, and a few days after the Eſperanza and the Eſtevan.

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The calamities they endured whilſt beating for ſhore are almoſt incredible; a rat on board the Aſia having been ſold for four dollars, and one of the ſailors lying four days in the ſame hammock with the corpſe of his deceaſed brother, that he might receive his allowance; while a conſpiracy was ſet on foot by the marines for murdering all the officers and ſailors, from no other motive than that of engroſſing to themſelves the ſhips proviſions. This deſign was happily diſcovered, and the number of craving mouths leſſened, by the deaths of the ring-leaders. Beſides this diſturbance, ſo greatly was their diſtreſs increaſed by ſickneſs and fatigue, that when this veſſel came to anchor at Monte Video in the river of Plate, ſhe had loſt above half her crew. The caſe of the Eſtevan was as bad; that of the Eſperanza was ſtill worſe, for out of four hundred men only fifty-eight ſurvived; and the whole regiment of foot, fifty men excepted, periſhed. With regard to the Guipuſcoa, after driving a long time on the ſurface of the water as a mere wreck, without either maſts or rigging, the but-ends of her planks ſtarted, her bolts drawn, her ſeams all open, and only kept together by ſix turns of cable rope tightened round her, the ſurviving crew, to the number of four hundred, run her aſhore at Rio de la Plata, on the coaſt of Brazil, ten leagues to the ſouthward of St. Catherine; where ſhe ſoon ſunk, with all her rich cargo. With regard to the Hermiona, ſhe was never heard of, whence it is reaſonably ſuppoſed ſhe foundered at ſea, and all on board periſhed: and as to the twenty gun tender, ſhe was broken up before they ſet out from Maldonado.

Pizarro having eſcaped this imminent danger, ſteered for Europe, and arrived ſafe at the coaſt of Gallicia in the beginning of the year 1746, after

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having been abſent between four and five years. In this expedition upwards of three thouſand of the beſt ſailors in Spain periſhed, together with four large ſhips of war and a patache. The Aſia having leſs than one hundred hands on board when ſhe reached Spain. But to return to Mr. Anſon and his ſquadron.

On the 3d of November he departed from Madeira road, ſteered for St. Catherines, an iſland on the coaſt of Brazil, where he arrived on the 21ſt day of December. Here the commodore landed his ſick, and then proceeded to cleanſe each veſſel thoroughly, by ſmoaking the decks and waſhing them well with vinegar; after which he examined and pitched the bottoms of his ſhips, and ſecured the maſts and rigging, the better to prepare them for a voyage round cape Horn, during which paſſage he appointed the firſt place of rendezvous to be at port St. Julian, a harbour on the coaſt of Patagonia, where they were to ſtay ten days, and take in ſalt; the ſecond at the iſland Noſtra Senora del Secoro, where they were to ply off and on, from five to twelve leagues diſtance, till their wood and water were ſpent, and then to proceed to Juan Fernandes in order to take in a freſh ſupply; and there if they ſhould chance to hear nothing of their commodore, he ordered that the ſenior officer ſhould take upon him the principal command and give him over for loſt: when after cruiſing in thoſe ſeas as long as ſubſiſtence could be had, he was to make the beſt of his way to Macao, and from thence ſail for England with all poſſible expedition.

From St. Catherine they ſailed January the 18th 1741, having taken in wood and water with a ſufficient quantity of freſh proviſions; the third day after they were attacked by a violent ſtorm, and ſo thick a fog, that the fleet was ſeparated; however they

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they all joined again the following day, the Pearl only excepted, which did not come up with them till about a month after, when they had almoſt got out of port St. Julian, where arriving on the 18th of February, they were obliged to make ſome ſtay in order to refit the Tryal ſloop, which had loſt her main-maſt in the abovementioned ſtorm. It was during this time that the Pearl had like to have been taken by Pizarro, and that her commander captain Kidd died, who was ſucceeded by the honourable captain Murray, captain Cheap being turned over to the Wager, and the command of the Tryal given to lieutenant Charles Saunders of the Centurion, till whoſe recovery from a fever, Mr. Saumarez, another of the Centurion's lieutenants, was ordered to act as commander of the Tryal.

The commodore then held a council of war, of the principal officers, whoſe health would permit them to attend on board the Centurion; when he acquainted them that his orders were to ſecure ſome port in the South Seas, where the ſhips of his ſquadron might careen and refit; and at the ſame time he propoſed an attack upon Baldivia the principal frontier of Chili; to which propoſition every member readily aſſented: in conſequence of this, new inſtructions were given the captains of the ſquadron, importing that in caſe of ſeparation, after cruiſing ten days off Noſtra Senora del Secoro, they were to proceed to forty degrees, thirty minutes, and ply off and on for fourteen days before the harbour of Baldivia, after which time, if they were joined by the other ſhips, they were to direct their courſe to Juan Fernandes and act according to former orders; each captain being alſo enjoined at his peril not to ſeparate from the Centurion beyond the diſtance of two miles without an unavoidable neceſſity.

Matters being thus ſettled, the ſquadron weighed and ſtood out to ſea, on the 21ſt of February. On

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the fifth of March they firſt diſcovered the land of Terra del Fuego which afforded a proſpect the moſt dreary and uncomfortable imaginable, it appearing without the leaſt mixture of mould, and one continued chain of inacceſſible rocks, terminating at an amazing height in innumerable ragged points covered with eternal ſnow; the hills on which theſe riſe being cleft aſunder as if by earthquakes, and the horrible chaſms extending through the main ſubſtance of the rocks almoſt to the bottom.

In two days they opened the ſtraits of la Maire, through which, being ſeven or eight leagues, they were hurried by a ſtrong tide, with a briſk gale and good weather, in about two hours time: and as theſe ſtraits are commonly reckoned the boundaries of the Atlantic and Pacific Oceans, every heart began to chear up, imagining their danger almoſt at an end; and theſe deluſive hopes were not a little ſupported by the remarkable ſerenity of the ſky, and calmneſs of the weather. But ſcarcely had they reached the ſouthern extremity of the ſtraits, before the pleaſing proſpect vaniſhed, the clouds began to gather on all hands, the tide turned furiouſly againſt them, the wind ſhifted about to the ſouthward, and came on in ſudden ſqualls, with the moſt alarming violence; and they were driven by the tide ſix or ſeven leagues to the weſtward of the ſtraits of la Maire.

The winter was now advancing apace in this part of the world, and the fine weather which they had enjoyed whilſt paſſing through La Maire's ſtraits, was ſucceeded by three long months of unexampled diſtreſs. The fury of the winds was ſuch, that the moſt experienced ſailors on board, declared that the hurricanes of the Weſt-Indies were but briſk gales to what they then underwent; at the ſame time the ſea roſe to ſuch mountainous heights as every moment threatened the whole ſquadron with deſtruction

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tion. In theſe regions every thing wears the face of deſolation. The ſun ſcarce imparts its genial influence to this neglected climate, for whilſt it yet lingers on the ſouthern tropic, its beams ſerve only to render the ſterile ſummers of theſe parts equal to the inclemencies of winter, in ſimilar latitudes in the northern hemiſphere. Captain Cook, who has twice doubled Cape Horn in December, informs us, that on a Chriſtmas day; (Midſummer in thoſe parts) he found the weather as cold as he ever felt it in England on Chriſtmas day.

It being now the thirteenth of April, they all expected, by their reckonings, in a few days, to have ſome eaſe in the Pacific ocean; at which time the hazy weather clearing up a little, and the moon ſhining out all of a ſudden, the Anna Pink made a ſignal of ſeeing land right a-head; it being then not above two miles off; and had not the wind ſhifted to weſt-north-weſt, by which they were enabled to ſtand over to the ſouthward, it juſt before blowing in ſqualls from the ſouth-weſt, they had certainly been loſt on this ſhore, which they concluded was that part of Terra del Fuego, called by Frezier in his deſcription of the Magellan Straits, cape Nois. The currents had driven them ſo ſtrongly to the eaſtward that the whole ſquadron reckoned themſelves upwards of ten degrees more weſterly than this land: ſo that when they imagined they ran down nineteen degrees of longitude, they had not in reality gone half that diſtance.

After the mortifying diſappointment of falling in with the coaſt of Terra del Fuego, they ſtood away to the ſouth-weſt with the weather pretty favourable till the 24th of April, on the evening of which the wind increaſed from a freſh gale to a prodigious ſtorm, and the weather was ſo very thick that the whole ſquadron ſeparated, nor did they

meet

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meet again till they reached Juan Fernandes. In the mean time to complete their other misfortunes, the ſcurvy began to make ſuch havock among them, that on board the Centurion only, it carried off forty-three men in the month of April, and double that number in May.

The commodore having at length weathered Cape Horn, and the dreary rocks of Terra del Fuego, all on board ſtill indulged themſelves with the hopes of finding ſome abatement of their fatigues in the Pacific ocean. But here they were alſo deceived; for on the 8th of May they arrived off the iſland Secoro, in which ſtation they cruiſed for ſeveral days, in hopes of being joined by ſome of the ſcattered ſhips, but to no purpoſe; nor was this their only uneaſineſs; for they were utterly ignorant of the coaſt, which wore a moſt rugged appearance, and on which they were driven by the weſterly winds that blow here almoſt conſtantly; and it was next to a miracle how they eſcaped being ſhip-wrecked upon it.

The ſqualls of wind were generally very ſevere, attended with light ſhowers, loud claps of thunder and flaſhes of lightning; one of which laſt, in the ſweeping over the deck, went off like the exploſion of a piſtol, leaving behind a ſulphureous ſtench, and at the ſame time wounding ſeveral men and officers in its way. It would be endleſs to enumerate the various diſaſters, fatigues, and terrors they underwent even on this coaſt till the 24th of May, when they were once more aſſailed by a tempeſt ſtill more dreadful than any they had hitherto met with: for now the very elements ſeemed to have conſpired to complete their deſtruction; all their ſails were ſplit, their rigging deſtroyed, and a mountainous ſea breaking over them on the larboard quarter, ſhifted their ballaſt and ſtores; ſo that the veſſel heeled

two

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two ſtreaks to port, while her maſts were every inſtant expected to come by the board.

The wind however abating, they began to ſet up their ſhrouds, reeve new lanyards, and mend their ſails; during which they were driving aſhore on the iſland of Chiloe; but the wind happily ſhifting to the ſouthward, they ſteered off land with only a main-ſail, nobody being left to manage the helm but the maſter and the reverend Mr. Walter, the commodore's chaplain, all the reſt being buſied in ſecuring the maſts, and bending the ſails. This was the laſt ſtormy weather they met with hereabouts, for that day they got clear of the land, and after a fortnight's cruiſe, without any of the other ſhips coming up, and the weather being pretty moderate, they bore away for Juan Fernandes, this being the only chance left them to avoid periſhing at ſea, and the moſt likely place for them to refit and recover the ſick; for though Baldivia had been the appointed place of rendezvous, it was no longer thought of, their only object now being to ſave the ſhip, and the few lives remaining.

At laſt, after various diſcouragements they gained the iſland on the 9th of June in very great deſpondency; having a ſcarcity of freſh water; a crew ſo enfeebled by diſorders that no more than ten men could be muſtered on a watch to do duty, and even ſome of theſe lame and unable to go aloft.

No ſooner was the ſhip brought to a ſafe road of this iſland, than meaſures were taken for erecting tents aſhore to accommodate the ſick, the number of which amounted to one hundred and ſixty-ſeven perſons, twelve or fourteen of whom died on being expoſed to the freſh air. There was an abſolute neceſſity of removing the greateſt part of them, being quite helpleſs in their hammocks; which was a work of conſiderable fatigue, in which Mr. Anſon

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and his officers bore an equal ſhare. So inveterate was the diſorder which raged among them, that it did not abate of its fury in leſs than twenty days after landing the crew; but during the firſt ten or twelve, they continued to bury ſix or ſeven a day.

Meaſures being thus ſettled for the recovery of the ſick, their next care was thoroughly to cleanſe the ſhip, which was become extremely loathſome, after which they proceeded with all expedition to lay in wood and water, fearing the return of Pizarro's ſquadron; for it was plain from the heaps of freſh aſhes and fiſh bones ſcattered about, that ſomebody had been lately there, and the commodore could not poſſibly as yet be acquainted with that commander's melancholy ſituation; and in his preſent circumſtances, with only thirty hands to man a ſixty gun ſhip, was no match for a veſſel of any force. In order therefore to make the more diſpatch, the ſmiths and ſailmakers were ſet to work upon mending the chain-plates, and other decayed parts, as well as the ſails and rigging.

A few days after the Centurion's arrival, the Tryal ſloop appeared in ſight, and was brought into harbour, with the help of ſome hands diſpatched to her aſſiſtance by Mr. Anſon, having only three men, beſides her commander captain Saunders * and the lieutenant, able to ſtand to the ſails; for thirty-four hands had died in this run, and the reſt were down in the ſcurvy.

On the 21ſt of June, the Glouceſter was ſeen to leeward, making the beſt of her way for the iſland, whereupon the commodore ſent his long-boat on board her, with a ſupply of freſh water and vegetables, without which timely aid, her people had certainly died of thirſt, being put to an allowance

* Afterwards Sir Charles Saunders.

of

of a pint a day to each man, and at that rate having no more left than what would have ſerved them twenty-four hours. Unfortunately this veſſel continued driving off and on till the 23d of July, ſometimes out of ſight of land and in the utmoſt danger of foundering. This diſtreſs was occaſioned by the wind and current ſetting ſtrongly againſt her; however, at laſt making the north-weſt point of the bay with a flowing ſail, in an hour ſhe came ſafely to an anchor.

Theſe two ſhips, and the Anna Pink, which arrived about the middle of Auguſt, being a welcome ſight, on account of the proviſions which ſhe carried, were the only veſſels that ever joined the ſquadron: for the Severn and Pearl having been ſeparated from the commodore off Cape Horn, with difficulty got to Brazil, from whence they returned to Europe. The Wager ran aſhore on a deſolate iſland, where ſhe was loſt. Whilſt the commodore is engaged on ſhore, in re-eſtabliſhing the health of his men, and repairing the defects of his ſhips, we ſhall trace the adventures that befel thoſe on board the Wager.

When the ſquadron parted company off Cape Noir, at the entrance of the South Seas, captain Cheap who commanded the Wager, knowing that the plan of operations had been laid to attack Baldivia, a Spaniſh ſettlement on the coaſt of Chili, and as the Wager had on board ſome field pieces mounted for land-ſervice, together with a few cohorn mortars, and ſeveral kinds of artillery ſtores, and pioneer's tools, intended for the operations on ſhore; he was therefore ſolicitous to make the beſt of his way thither, that his abſence might not retard the operations, in caſe the ſquadron ſhould be able to re-aſſemble. In proſecuting this purpoſe he fell in with land in forty-ſeven degrees ſouth latitude, on the 14th day of May, where the ſhip

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ſtruck on a rock which lay below the ſurface of the water, and ſoon after bulged, and grounded between two ſmall iſlands about a muſket-ſhot from the ſhore.

In this ſituation ſhe continued entire for a conſiderable time, which afforded an opportunity for every one on board to get ſafe aſhore; but the confuſion which enſued from this diſtreſsful ſituation, rendered the dangers which ſurrounded them ſtill more imminent. The officers loſt all authority, and the crew driven to deſpair by the miſeries which they had long endured, and the deſtruction which then ſeemed to hang over them, fell to pillaging the ſhip, each man poſſeſſed himſelf of what arms he could firſt ſeize, and having got poſſeſſion of the liquors on board, many of the ſailors became ſo heartily drunk that they fell down ſenſeleſs between decks, and were drowned, as the water flowed into the wreck. All that the captain could do, was to collect the moſt orderly of the men, who, together with the officers, went aſhore. As ſoon as theſe were landed the boats were ſent back to the ſhip, and every endeavour uſed to prevail on the refractory mutineers to conſult their own ſafety, by quitting the ſhip while an opportunity yet remained; but they were by this time arrived at ſuch a ſtate of ſtupefaction, that no terrors could rouſe them, and a conſiderable number of the ſhip's company remained that night on board the wreck. In the morning it blew a ſtorm, and the fumes of the liquor having been diſſipated by ſleep, they were in a temper to perceive that the ſhip was in danger of inſtantly parting, when every ſoul on board would inevitably periſh. They now began to ſeek their ſafety by as deſperate means as they had before courted deſtruction. The boat not appearing to fetch them off, they pointed one of the four pounders

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pounders on the quarter deck againſt the hut which the captain occupied on ſhore, and fired two ſhot which narrowly miſſed it. When theſe turbulent male-contents were brought to land, diſorder and anarchy took place. It ſhould ſeem that a pre-conceived averſion to their commander, tended to inflame this mutinous ſpirit in ſuch deſperate circumſtances. It requires a very happy mixture of kindneſs with authority to bring the reſtiff ſpirits of ſeamen under a willing ſubjection, and captain Cheap does not ſeem to have poſſeſſed ſuch a temperature.

We are now to behold one hundred and thirty perſons on a deſolate coaſt where the means of ſubſiſtence could not be procured, ſo that the proviſions that could be ſaved out of the wreck were their only dependence. But it was impoſſible to ſecure theſe, ſo that they might be preſerved for future exigencies, and dealt out in due proportion to all alike, when all diſcipline and ſubordination was aboliſhed. The eagerneſs with which each man attempted to conceal part of the ſtores for his own uſe, cauſed continual animoſity and contention, and tended greatly to increaſe the calamities to which they were expoſed.

The next important object after providing for their preſent ſafety, was, what courſe they ſhould ſteer when they were in a condition to leave that iſland. The captain, like a brave and inflexible officer, was reſolved, if poſſible, to fit up the boats in ſuch a manner as to enable him to proceed to the northward, in which cruiſe, as his men were in general healthy, and fire-arms and ammunition had been ſaved out of the wreck, he laid his account with meeting ſome Spaniſh veſſel, which he ſhould be able to ſubdue, and then proceed in her to the rendezvous at Juan Fernandes. At all events, in caſe

caſe they ſhould meet with no prize, he inſiſted that the boats alone were capable of tranſporting the whole company thither. Although this plan was certainly the ſafeſt as well as the moſt honourable, yet it was heartily diſreliſhed by the ſeamen in general, who being quite exhauſted by the diſtreſſes and dangers they had encountered, were utterly averſe to proſecute the enterprize any farther, not conſidering, that in proceeding northward they were likely to meet with better weather and a leſs ruffled ſea. The common reſolution, therefore, was to lengthen the long-boat, and accompanied with the other boats, to ſteer to the ſouthward, and after paſſing the ſtraits of Magellan, to endeavour to gain the coaſt of Brazil, from whence they ſuppoſed they ſhould readily find conveyance to Great Britain. However hazardous this attempt appeared, it preſented a glimpſe of hope, that they ſhould be able to reach their own country again, which circumſtance outweighed every other conſideration.

The captain was obliged to yield to the torrent, and apparently to give up his own judgment and comply with the popular opinion; but as it was neceſſary that the long-boat ſhould be lengthened, in order to undertake the intended voyage, he privately aimed at fruſtrating their purpoſe, by directing it to be brought to ſuch a ſize as might ſerve to carry them to Juan Fernandes, but when finiſhed he hoped would appear incapable of performing ſo long and perilous a voyage as that to the coaſt of Brazil.

The diſagreement between the captain and his crew grew every day more violent. The demagogue of the ſeamen was a midſhipman, named Cozens, whoſe refractory temper had led all thoſe who adhered to the captain, to ſuſpect that he was concerting with his adherents ſome deſperate attack upon

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upon their ſuperiors. This opinion, however founded, led the officers to go continually armed. In ſuch a ſtate of anarchy no kind of terms were likely to be long preſerved. It appears however, from the account publiſhed by the officers, that the cataſtrophe which followed was brought about rather by the Cozens. One day the purſer having by the captains order ſtopped the allowance of a fellow who would not work, Cozens, though the man did not complain to him, intermeddled in the affair with great bitterneſs, and groſly inſulted the purſer, who was then delivering out proviſions juſt at the captain's tent, and was himſelf ſufficiently violent: the purſer enraged by his ſcurrility, and perhaps piqued by former quarrels, cried out a mutiny, adding, "the dog has piſtols;" and then himſelf fired a piſtol at Cozens, which happened to miſs him. The report of the piſtol brought the captain out of his tent; all this time no kind of fire-arms was produced by Cozens, but the captain ſuppoſing him to have been the aggreſſor, and that a mutiny was begun, inſtantly diſcharged a piſtol at him, the ball of which entered his head, with which wound he languiſhed fourteen days and then died.

This unwarrantable action ſerved to intimidate inſtead of inflame the men, and from this time they became more tractable, until towards the middle of October, when the long-boat was nearly completed. So much time had now elapſed that little hopes remained of rejoining commodore Anſon at Juan Fernandes; therefore the reaſons which had made it proper to ſail to the northward, no longer exiſted; beſides, as the ſummer was advancing in thoſe regions, a paſſage through the ſtraits of Magellan was likely to be effected with leſs riſk; notwithſtanding this change of circumſtances captain Cheap adhered to his opinion, which ſo incenſed the ſeamen, that

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that the mutiny which had ſo long been apprehended, at length broke out. Eighty ſeamen ſeized the long-boat and the cutter, leaving the captain and about nineteen perſons, who adhered to him, the yawl and the barge for their uſe. Theſe deſperate adventurers proceeded to ſea, with the long-boat converted into a ſchooner, giving the captain and thoſe that were with him on the beach, three cheers at their departure. Conſidering the dangers they had to encounter, from the coaſts, the elements, and themſelves, it is aſtoniſhing that any ſurvived to reach the coaſt of Brazils; but after leaving about twenty of their number aſhore at different places where they touched, and ſtill more dying of hunger and fatigue, the reſidue, amounting to thirty, arrived at Rio Grande on the coaſt of Brazil, on the 29th day of January, 1742.

Captain Cheap and his ſelect band were in a worſe ſituation than the crew that had abandoned them. Indeed, they poſſeſſed more ſkill in navigating a veſſel, and were better qualified to make prudent reſolutions, and on theſe their ſafety ſeemed to depend. The iſland on which the Wager was wrecked, afforded no other proviſions but ſhell-fiſh and a few herbs, on theſe they ſubſiſted as well as they were able, reſerving their ſmall remains of ſea-proviſions for a ſupply, when they ſhould enter on their voyage. The ſeamen had given this place the name of Wager Iſland, and here ſome Indians occaſionally reſorted in their canoes, who bartered fiſh and other eatables with our people, which yielded a very ſeaſonable relief; but notwithſtanding this occaſional aſſiſtance, it was not until the 14th day of December that the captain and his company were in a ſituation to embark in the barge and yawl, in order to proceed to the northward, taking on board with them all the proviſions they could amaſs from the wreck

wreck of the ship. They had no sooner put to sea, than a storm arose, and the sea ran so high, that to escape instant death they were obliged to throw their provisions over-board. They were now obliged to put on shore frequently in order to provide for their present subsistence; but whilst they were thus coasting along, the yawl happened to sink as she lay at anchor, and one of the men in her was drowned. As the barge was too small for the whole company, they were driven to the dreadful necessity of leaving four marines behind them on that desolate coast. Still proceeding northward, though retarded in their progress by contrary winds, and the necessity they were under of frequently going ashore in search of food; about the end of January, having made three unsuccessful attempts to double a head-land, which they supposed to be the same as the Spaniards call Cape Tres Montes, they grew so weary of the attempt, that it was unanimously resolved to give it over, and return back to Wager Island, which they reached about the middle of February, reduced to the most wretched state of existence.

In the extremity to which they were now brought, it was the height of pleasure to meet with several pieces of beef floating on the sea, which had been washed out of the wreck. This good fortune was soon succeeded by another, which was, the arrival of some Indians in two canoes, among whom was a native of Chiloe, who spoke a little Spanish, and it fortunately happened that Mr. Elliot the surgeon was acquainted with that language. A bargain was hereupon struck, the Indian engaged to conduct the captain and his people to Chiloe, for which service he was to be rewarded with the barge and all her appertenances. Accordingly the eleven persons to which the company was now reduced, embarked therein on the 6th day of March upon this new ex-

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pedition; but after having proceeded for a few days, the captain and four of his principal officers being aſhore, the ſix, who together with an Indian, remained in the barge, put off with her to ſea and returned no more.

By this means there were left on ſhore captain Cheap, Mr. Hamilton lieutenant of marines, two midſhipmen, viz. the honourable Mr. Byron *, and Mr. Campbell, together with Mr. Elliot the ſurgeon. The diſtreſſes to which they were then expoſed, ſurpaſſed all that they had yet ſuffered, they were now on a deſolate coaſt, without any proviſion, or the means of procuring any, for their arms, ammunition, and every conveniency they were maſters of, except the tattered habits they had on, were all carried away in the barge.

Whilſt they were ſuffering all the torments of deſpair, the Indian, who had undertaken to be their pilot, arrived in his canoe. When he underſtood that the barge was gone, he ſuſpected that the Indian which he had left in her had been murdered; notwithſtanding theſe apprehenſions, and the loſs of the veſſel that was to have been the reward of his labours, this benevolent child of nature, whom a commerce with civilized ſociety had not hardened into inſenſibility and ſordidneſs, not only undertook to carry them to the Spaniſh ſettlements, but to procure them proviſions by the way. For this purpoſe he prevailed on many of his neighbours to aſſiſt him, and got together ſeveral canoes. Soon after this freſh embarkation, Mr. Elliot the ſurgeon died, the other four, after a long and laborious paſſage by land and water, arrived in the beginning of June in the iſland of Chiloe, throwing themſelves on the mercy of thoſe very people whom they had come

* Now admiral Byron.

into

into thoſe parts purpoſely to attack, and if theſe calamities had not intervened; whoſe dwellings and poſſeſſions would have been expoſed to all the ravages of war. The Spaniards received their periſhing enemies very kindly; indeed they ſtood in need of every relief, for they were brought ſo low that had their voyage been protracted only a few days, every man muſt have periſhed; the captain himſelf was with difficulty recovered, and the reſt were ſo reduced by the ſeverity of the weather, their labour, their want of food, and of all kinds of neceſſaries, that it was wonderful how they ſupported themſelves ſo long. After ſome ſtay at Chiloe, they were all ſent to Valpairaiſo, and from thence to St. Jago, the capital of Chili, where they continued above a year; but on the advice of a cartel being ſettled between Great Britain and Spain, captain Cheap, Mr. Byron, and Mr. Hamilton were permitted to return to Europe on board a French ſhip. The other midſhipman, Mr. Campbell, having changed his religion whilſt at St Jago, returned to Spain with Pizarro in the Aſia; but being diſappointed in his hopes of procuring a commiſſion from the court of Spain, he returned to England, and attempted to get reinſtated in the Britiſh navy, where he publiſhed a defence of his conduct, together with a memorial of his ſufferings, and afterwards obtained a commiſſion in the navy of Portugal Let us now return to commodore Anſon, whom we left at Juan Fernandes.

Such was the dreadful mortality that had raged on board the ſhips, that only eighty-two ſailors remained alive in the Glouceſter, out of three hundred which had ſailed from England; no more than two marines ſurvived of forty-eight, and every invalid had periſhed. The Centurion had buried two hundred and ninety-two of her hands; alſo forty-ſix

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out of fifty invalids, and ſixty-eight out of ſeventy-nine marines, officers included. On board the Anna Pink were ten men and the maſter. So that theſe three ſhips which carried nine hundred and ſixty-one men out of England had no more than three hundred and thirty-five perſons, boys included, left alive in September 1741. A number inſufficient to man the Centurion alone, and barely capable of navigating the three, with the utmoſt exertion of their ſtrength and vigour.

A Spaniſh merchantſhip, which was made prize of, ſerved to remove thoſe apprehenſions which this reduction of their ſtrength created, by informing the commodore of the fate of Pizarro's ſquadron. On the 19th day of September the Centurion weighed anchor and quitted the iſland of Juan Fernandes, where the ſailors had ſurprizingly recovered their health and ſpirits. The commodore ſteered to the eaſtward, intending to join the Tryal ſloop off Valpairaiſo. On the 24th in the evening they came up with her, when they found ſhe had taken a prize of ſix hundred tons, having five thouſands pounds in ſpecie on board beſides merchandize. But it appeared by the repreſentation of captain Saunders and all the officers, that the Tryal was ſo leaky and defective as to be totally unfit for ſervice, upon which the commodore ordered every thing on board her to be carried on board her prize, after which ſhe was ſcuttled and ſunk.

A long cruiſe enſued, in all which time not a ſingle ſail appeared. On the fifth day of November they came up with and took a Spaniſh merchantman of inconſiderable value. On the tenth day of November they were three leagues ſouth of the ſouthermoſt iſland of Lobos, lying in the latitude of ſix degrees twenty-ſeven minutes, near which the Glouceſter had been appointed

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pointed to cruiſe. Here they fell in with another Spaniſh merchantman, which lieutenant Brett in the Centurion's barge boarded. She was called Nueſtra Senora del Carmin, and though her cargo was of little value to the captors, yet it amounted to upwards of four hundred thouſand dollars prime coſt at Panama.

On board this ſhip was an Iriſhman, whoſe name was John Williams; he had travelled as a pedlar all over the kingdom of Mexico. From him they learned that upon a ſhip's being chaſed in the offing of Paita a few days before by a veſſel ſuppoſed to be the Glouceſter, the governor of that town, apprehenſive of a viſit, as well as the royal officer, were removing their own and the king's treaſure to Piura, a town fourteen leagues within land. Williams alſo told them that a large ſum of money belonging to the merchants was lodged in the cuſtom-houſe, and that it was intended to be ſhipped the following day, on board a light clean veſſel, the bottom of which was newly primed, bound for Sonſonnate on the coaſt of Mexico, in order to purchaſe part of the cargo belonging to the Manilla ſhip.

From this piece of intelligence the commodore immediately determined to attempt ſurprizing the place without a moment's delay, being fully ſatisfied upon an enquiry into the ſtrength and condition of it, that there was little danger of loſing many men in the attempt: for Paita had only a fort, without ditch or outwork, and was ſurrounded by a brick wall. Beſides, there was a neceſſity for taking ſome ſuch ſtep, as they could hope for no profit by a longer cruiſe in thoſe ſeas, all the coaſt being alarmed of their vicinity. and this enterprize not only promiſed a ſupply of live proviſions, which they very much wanted, but afforded an opportunity of putting the priſoners aſhore, who being very

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numerous, made a greater conſumption of the ſhip's ſtores than ſhe could well ſpare.

The town of Paita is ſituated in the latitude of fifteen degrees twelve minutes ſouth, and contained about two hundred families. The port of Paita, though in reality little more than a bay, is eſteemed the beſt in that part of the coaſt, affording good anchorage.

The commodore reſolved that the attack ſhould be made by the boats; fearing that if he ſhould attempt firſt to bring his ſhips into the harbour, the Spaniards, apprized of the danger, would ſecure their moſt valuable effects. The attempt thus premeditated, was immediately carried into execution; the barge and pinnaces were manned with fifty-eight choice men, well armed, under the care of lieutenant Brett; and to him was committed the whole direction of the enterprize. The better to prevent any confuſion that might ariſe from the people's being ignorant of the windings towards the town, two Spaniſh pilots were ordered to guide them, with a promiſe of an ample reward; and an aſſurance to the priſoners that they ſhould all be ſet at liberty in this place provided theſe pilots behaved with fidelity; but if on the contrary they failed in the leaſt article of the ſervice to which they were appointed, theſe two ſhould be ſhot, and all the Spaniards now in cuſtody carried priſoners to England. One of the pilots it is to be obſerved, had been about twenty years before a priſoner with captain Clipperton, who forced him in the ſame manner to guide his people to Truvillo, an inland town to the ſouthward of Paita, which they then ſurprized and pillaged. While the boats were making for the bay, the mouth of which they reached without being diſcovered, the ſhips ſtood in for port with all the ſail they could crowd. The approach of the ſailors in their boats

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was firſt obſerved by ſome people on board a ſhip lying in the harbour, who got aſhore as faſt as they could, and ſpread the alarm by crying out "the Engliſh dogs."

Notwithſtanding this intelligence, lieutenant Brett got aſhore before they could fire two guns from the fort, and drawing up his men under ſhelter of a narrow ſtreet, marched immediately to the parade, with drums beating and loud acclamations of joy; where he was received with a volley of ſmall ſhot from ſome merchants who had poſted themſelves in a gallery running round the governor's houſe; but who were ſoon diſlodged, and then taking to their heels, left the parade in quiet poſſeſſion of the Engliſh, who ſoon entered the governor's houſe and fort which they found abandoned, with having only one man killed and two wounded, one of which was the Spaniſh pilot, who received a ſlight bruiſe by a ball which grazed on his wriſt; indeed another of the company, the honourable Mr. Keppel, ſon to the Earl of Albemarle *, had a very narrow eſcape; for having on a jockey cap, one ſide of the peak was ſhaved off cloſe to his temple by a ball, which however did him no hurt.

After thus ſecuring the fort, the governor's houſe, and all the avenues to the town, lieutenant Brett ordered what few inhabitants were left, to be confined in one of the churches, while ſome negroes eſcorted by a file of muſketeers, were ordered to aſſiſt in removing the treaſures of the cuſtomhouſe, &c. to the fort.

As moſt of the inhabitants fled in their firſt fright without ſtaying to dreſs, the ſailors, who could not be reſtrained from breaking into the houſes for private plunder, ſeized on their cloaths, which were ex-

* The preſent admiral Keppel.

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cremely rich, and threw them over their jackets; not forgetting at the ſame time the tye or bag-wig and laced hat, which were generally found with the cloaths; and when this practice was once begun, there was no preventing the whole detachment from imitating it; but thoſe who came lateſt into the faſhion, not finding men's cloaths ſufficient to equip themſelves, were obliged to take up with women's gowns and petticoats, which (provided there was finery enough) they made no ſcruple of putting on, and blending with their own greaſy dreſs; ſo that when a party of them thus ridiculouſly metamorphoſed were firſt ſeen by Mr. Brett, he knew not what to make of their groteſque appearance.

Early in the morning the Centurion opened the bay, and about twelve came within a mile and a half of the town. This and the following day was ſpent in ſending the treaſure on board, and boats full of hogs, fowl, and other proviſions, together with the moſt valuable effects found in the town; and all this without any moleſtation from the enemy, though a great number of them, among whom were two hundred horſe, paraded on a neighbouring hill, with all kinds of military muſic. Theſe were headed by the governor, who fled among the firſt, leaving a young wife of about ſeventeen, to whom he had been very lately married, to be carried off in her ſhift by two of his people.

The governor's eſcape was a ſenſible mortification to Mr. Brett and the commodore, becauſe, had they ſecured him, a ranſom might have been got for the town, in which were ſeveral warehouſes filled with valuable goods that were conſumed with it, when ſet on fire on the governor's refuſing to liſten to any overtures made him for a parley, and not deigning even to return a civil anſwer to repeated meſſages ſent him by Mr. Anſon, that the town might be

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ſaved for a trifling ranſom. The forces the governor had collected, of which however he made no uſe, being in great want of water, as Mr. Anſon learned from ſome negro deſerters, had one night reſolved to have fallen on his men, headed by one Gorden captain of a Scotch ſhip, but were intimidated by the great vigilance of Mr. Brett.

On the 15th of November, their buſineſs in Paita being pretty well over, the commodore, according to his promiſe, ſent aſhore all his priſoners, in number eighty eight; and then Mr. Brett after making a proper diſpoſition of pitch, tar, and other combuſtibles, ſet the town on fire in ſeveral places at the ſame time; and then ſpiked up the eight pieces of cannon in the fort. On calling over the men, one was found to be miſſing, which occaſioned ſome delay in going on board the boats; after all, they were obliged to give him up for loſt, and marched regularly to the water ſide, at which time a body of the Spaniards on the hill put themſelves in motion, as if they meant an attack; but upon Mr. Brett's halting and facing about, they did not think proper to advance.

They were now ready to put off from the beach, which was ſo covered with ſmoke as to be ſcarcely viſible, when they heard the voice of a man loudly calling upon them to take him in; one of the boats made up to the place whence the ſound iſſued, and found the man whom they miſſed, up to the chin in water. Upon examining into the cauſe of his ſtaying behind, it appeared, that having taken too large a doze of brandy, he had fallen aſleep, and was awaked only by the fire coming ſo near as to ſcorch him: upon recollecting his dangerous ſituation he puſhed through the thickeſt of the ſmoke, and arrived on the beach barely time enough to ſave himſelf.

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Lieutenant Brett and his ſmall detachment now put off to their ſhips: having made an acquiſition in wrought plate, dollars, and other coin, amounting to upwards of thirty thouſand pounds ſterling, excluſive of broad cloths, ſilks, cambricks, velvets, and embroideries which were deſtroyed by the flames; beſides the private plunder, ſuch as rings, bracelets, and jewels, the property of particular captors, which was very conſiderable. The Spaniards in the repreſentations which they are ſaid to have made to the court of Madrid, eſtimating their loſs to a million and a half of dollars; at the ſame time ſix of the enemy's veſſels being in harbour, five of them by the commodore's orders were towed out to ſea, ſcuttled, and ſunk, and the ſixth, on which the treaſure was intended to be imbarked, he added to his ſquadron by the name of the Solidad, putting ten men on board her, under the command of lieutenant Hughes of the Tryal ſloop.

About midnight on the 16th of November, Mr. Anſon's ſquadron got under ſail; it conſiſted of the Centurion, the Tryal's prize, the Carmelo, Carmin, Tereſa, and Solidad. They ſtood to the weſtward, and in the morning ſpread themſelves to look out for the Glouceſter, and on the eighteenth gained ſight of her, and were joined by her about three in the afternoon. She had two prizes, one of which was a ſnow laden with wine, brandy, and olives, beſides about ſeven thouſand pounds in ſpecie; the other a launch, the people on board which when taken by the Glouceſter's barge were at dinner on pigeon pye off a ſervice of plate, notwithſtanding which opulent appearance, they complained of their poverty. She had cotton on board, made up into jars, which being all removed into the Glouceſter, upon a narrow ſearch among the cotton, were found doubloons and dollars, to the amount

amount of near twelve thouſand pounds. Beſides theſe the Glouceſter had ſight of two or three other ſhips belonging to the enemy, one of which they had reaſon to believe was of great value, but found it impoſſible to come up with either.

At this time they were eight ſail in all, but the Sancta, Tereſa, and Solidad, moving ſlowly on the water, and very much retarding the progreſs of the reſt, the commodore ordered them to be cleared of every thing uſeful, and then burnt.

Theſe ſucceſsful attacks upon the wealth of Spain inſpired the men with freſh ardour to proſecute their interprize, and they were led on by a commander who knew very well both how to excite and how to direct the ſpirit of his people. The commodore now determined to proceed northward as far as St. Lucas, the peninſula of California, or Cape Corientes on the coaſt of Mexico, in order to intercept the annual Minilla ſhip which arrives at Acapulco, generally in the month of January. He had alſo another motive for ſteering this courſe, being deſirous of touching in the neighbourhood of Panama, in order to procure ſome means of correſponding over land with admiral Vernon, one part of his inſtructions being to cooperate with the deſigns formed againſt the Spaniſh ſettlements in the Weſt Indies. Mr. Anſon, who had not a doubt that our arms had been ſucceſsful on the other ſide of the iſthmus of Darian, hoped to have received a reinforcement of men from thence, which might have enabled him to attack Panama with good hopes of ſucceſs. But intelligence being obtained from the Spaniſh captures of the failure of the interprize againſt Carthagena, the commodore dropped his deſign of making a hoſtile viſit to Darian, but his want of water obliged him to proceed to Quibo, a ſmall uninhabited iſland lying in 7 deg. 20 min. north lat.

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A few days only were employed in providing the whole ſquadron with a ſtock of this neceſſary, and on 12th day of December the commodore ſtood from Quibo to the weſtward.

No other concern was thought on but the intercepting the Manilla ſhip, for which purpoſe the captains were inſtructed to ſtretch to the northward of the harbour of Acapulco: and in caſe of ſeparation, to rendezvous at the middle of the Tres Merias iſlands, and afterwards at the iſland of Macao on the coaſt of China. They were harraſſed with contrary winds from this time to the ninth day of January 1742, on which day the Manilla ſhip reached the harbour of Acapulco; and it was expected ſhe would ſail from thence on the third day of March, O. S. this information they gained from three negroes, whom the Centurion's barge ſurpriſed in a fiſhing canoe, which they afterwards turned adrift among the rocks, that from its being daſhed to pieces, the Spaniards might infer that the owners were drowned, and not impute their loſs to the real cauſe. By all the intelligence Mr. Anſon could collect beſides from thoſe people, he concluded that the governor of Acapulco was ignorant of his being ſo near at hand, and conſequently that his chance for ſeizing this prize was now greater than ever: and that ſhe might not eſcape him, he diſpoſed his five ſhips in ſuch a manner as to take up a ſweep of twenty-four leagues, within which compaſs nothing could paſs without its being known by the whole ſquadron, from ſignals which were to be made. The better to prepare for the reception of the galleon, no more hands were left on board the Carmin, Carmelo, and Tryal prize, than were ſufficient to navigate them, the reſt being put on board the Glouceſter and Centurion, which were the two ſhips intended for the attack; and as an encouragement to the negroes, they were promiſed

miſed their freedom in caſe they deſerved it by their good behaviour in the engagement.

It was certainly reaſoning in oppoſition to every probability, to ſuppoſe that the alarm of an Engliſh ſquadron being on that coaſt had not prevented the ſailing of the galleon; but men are eaſily led to believe what they wiſh to be true.

At length the long expected day arrived; but to their great mortification, the evening of it ſet in without the leaſt appearance of the galleon; from that day to the 23d they did not quit their hopes, as they were ſatisfied ſhe had not ſailed out of the harbour of Acapulco. But now the whole fleet beginning to want water, it was agreed to make the beſt of their way to Seguataneio, or Chequetan, which lies about thirty leagues to the weſtward of Acapulco, in the latitude of 17 deg. 36 min. north. Here they deſigned to take in a ſupply; and in the mean time, leſt the galleon might ſlip out to ſea, Mr. Hughes, lieutenant of the Tryal's prize, was ordered to cruize off Acapulco harbour for twenty-four days in the cutter, and give them ſpeedy notice of her ſetting ſail.

It now appearing upon a ſcrutiny, that they had not more hands than were neceſſary to man a fourth rate ſhip of war, Mr. Anſon, with the conſent of his officers, reſolved to ſcuttle and deſtroy the Tryal's prize, Carmelo, and Carmin, and to divide the richeſt part of their cargoes, with their crews, between the Centurion and Glouceſter, which was accordingly done on the 28th of April, when the remaining ſhips of the ſquadron warped out of the harbour, leaving behind them a letter corked up in a bottle, in a canoe, fixed to a grapnal in the middle of the harbour, acquainting Mr. Hughes, to whom it was directed, that the commodore was returned to his ſtation off Acapulco, that he intended to

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to quit it in a few days and return to the rest of his squadron, which continued cruising to the southward. The last article was inserted to deceive the Spaniards, in case, as it afterwards happened, the canoe should fall into their hands.

The stormy season now coming on, and it appearing plainly that the voyage of the Acapulco ship was laid aside for this year, Mr. Anson having no further business in the American seas, resolved to steer for China, as soon as the cutter should join them, on board of which was Mr. Hughes and some of the stoutest seamen then in the squadron.

It was not until the 5th day of May that she arrived, the currents having driven her so much out of her course, that all her water had been long exhausted, some showers of rain had supplied them with just enough to support life; but when they reached the ship, their emaciated countenances made them appear more like spectres than men.

The commodore here discharged all his prisoners, some few stout negroes, mulattoes and Indians excepted, amounting to fifty-seven. These Spanish prisoners were furnished with two launches, well equipped with masts, sails, and oars, and stocked with provisions for fourteen days; and on the 6th of May 1742, the Centurion and Gloucester lost sight of the high mountains of Mexico, standing for the Asian continent.

Every one expected presently to fall in with the trade winds, and to proceed with safety and expedition to the coast of China; but nothing is more fallacious than the hopes of seamen. Seven weeks elapsed without meeting with those settled gales, on which their well-being and life depended. In this time the scurvy had again attacked the seamen, and was every day making alarming advances in both ships. At length, about the latter end of

June

June a ſettled breeze began to blow from the north-eaſt, but the Glouceſter having loſt her main-maſt, ſailed ſo very heavily that the Centurion was obliged to ſlacken ſail in order to keep her company, by which near a month was loſt in reaching the Ladrones, and great numbers of the ſick periſhed by this unhappy delay. A ſtorm which overtook them the beginning of Auguſt, cauſed the Centurion to ſpring a leak, and reduced the Glouceſter to little better than a wreck. As it was no longer poſſible to preſerve the ſhip, the commodore, on the repreſentation of captain Mitchell and his officers, ordered her people on board the Centurion, and that every endeavour ſhould be uſed to ſave the ſtores, as well as the prize money and valuable effects, with which ſhe was freighted; but with all their efforts much of her ſtores and treaſure was irrecoverable, owing to the ſickly condition of the crew, the rolling of the ſhip, and her hold filling faſt with water. On the 15th day of Auguſt in the evening the Glouceſter was ſet on fire, and after continuing burning the whole night, at ſix in the morning ſhe blew up, about four leagues diſtant from the Centurion.

On the 26th day of Auguſt they diſcovered the iſland of Tinian, one of the Ladrones, which ſpread a degree of joy not to be deſcribed, as almoſt every one on board deſpaired of ever ſeing land again. On approaching the ſhore they hoiſted Spaniſh colours with a red flag at the fore-top-maſt-head, in hopes that by paſſing for the Manilla galleon, they might decoy ſome of the inhabitants on board, from whom they might receive intelligence relative to the place, by which to regulate their conduct. And now ſtanding for the land under this appearance, the cutter was diſpatched to find out a proper birth for the ſhip, which ſoon ſent on board a Spaniard

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and four Indians they had ſeized in a proa, coming off ſhore to meet the Centurion, miſtaking her for the Manilla galleon. The Spaniard being immediately examined, with regard to the condition and products of Tinian, aſſured them, that the iſland had no inhabitants, except twenty-two Indians, who were there occaſionally jerking beef, which when loaded on board a bark of fifteen tons then at anchor near the ſhore, was to be ſent to the garriſon at Guam, of which he was ſerjeant: he alſo reported, that it abounded with cocoa-nuts, lemons, limes, oranges ſweet and ſour, with ſeveral other fruits, particularly the bread-fruit; that hogs, poultry, and black cattle ran wild in it; that the ſoil was rich, plentifully watered, and the air good.

As they came cloſer in with the land, the commodore having ſent the pinnace and cutter aſhore, with ſome men well armed to ſeize the bark, and if poſſible the Indians, ordered the anchor to be let go, and the ſhip to lie by for that night, with her ſails furled, that her hands might have ſome repoſe; for out of one thouſand men he had brought from England, he could muſter but ſeventy-one, and theſe ſo feeble as to be ſcarcely able to ſtand to a gun. The diminution of their numbers was occaſioned by the ſcurvy, which made terrible havock on board ever ſince they left Chequetan, all the ſurgeon's efforts to ſtop it proving ineffectual, though the ſhip's crew were, during the whole run, plentifully ſupplied with freſh proviſions and good water.

The ingenious writer of commodore Anſon's voyage has, with the warmeſt glow of colouring, painted the beauties and accommodations which united on this ſpot, but later voyagers who have touched here, particularly Commodore Byron and Mr. Wallis, give a very different account of the place. This iſland lies in the latitude of 15 deg. 8 min. north, and longitude from Acapulco 114 deg. 50 min. weſt.

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By the latter end of September the ſick were ſurprizingly recovered, and chearfulneſs and ſatisfaction ſucceeded to langour and deſpondency. The only proper anchoring place for ſhips of burden is at the ſouth weſt end of the iſland, which lies open to the eaſterly winds, and therefore at certain ſeaſons affords little ſecurity for ſhipping, for about the time of new moon, the wind ſhifting through every point of the compaſs, blows with ſuch impetuoſity, that the ſtouteſt cables cannot ſtand its force; and this was experienced by the Centurion, which notwithſtanding all the care taken to make her faſt, was forced from her anchors, and driven out to ſea, with ſuch of the men as had well recovered, under the command of lieutenant Saumarez, the commodore whow as indiſpoſed being then on ſhore with one hundred and thirteen of his people. This misfortune fell out on the twenty-ſecond of September, in a very dark night, the ſhip having her ſheet anchor hanging at one of her cables, her ſhrouds looſe, her top-maſts unrigged, her fore and main yards down, and not a gun laſhed on board, nor a port-hole barred in. She laboured for nineteen days before ſhe could regain her birth, and even entirely deſpaired of it, having only one hundred and eight of her hands, on board, negroes and Indians included. The grief of the men left aſhore, was inexpreſſible: however, given her up for loſt, they ſet about enlarging the Spaniſh bark, having determined to ſteer in her for Macao. This reſolution was ſuggeſted by the commodore, who worked as hard in fitting out this veſſel as any of his men. In the mean time Mr. Gordon, a lieutenant of marines, brought them a reſpite from their inceſſant fatigues, by being the firſt to tell them, that the ſhip was once again in ſight, and this news was ſoon confirmed by her appearing in the offing; upon which a boat with eighteen hands and a large

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quantity of refreſhments was immediately ſent off to her aſſiſtance, and that afternoon ſhe was happily brought to anchorage in the road, and the commodore now determined to ſtay no longer than was neceſſary for completing their ſtock of water. On the fourteenth day of October a ſudden guſt of wind drove the ſhip out to ſea again, ſeventy of her men being left aſhore, however ſhe recovered the iſland again on the nineteenth, when all hands being ordered on board with ſuch a ſupply of water, fruit, and refreſhments, as could be expeditiouſly got together, the commodore got under ſail for Macao in China.

It was the 21ſt day of October, in the evening when they loſt ſight of the iſland of Tinian, and on the 5th day of November 1742, they made the coaſt of China, and on the 13th, anchored in Macao road, after having ſpent upwards of two years in a fatiguing cruiſe without the leaſt amicable intercourſe with any civilized people. Here they met with eleven European ſhips, four of whom were Engliſh, ſo that the intercourſe with their native country was once more renewed after ſo long a ſuſpenſion.

Much time was waſted ere the commodore could obtain permiſſion from the Chineſe government to repair his ſhip and take in a freſh ſupply of ſtores. As European ſhips of war are exempted from all manner of port charges in every foreign harbour, Mr. Anſon thought it would be derogatory to the honour of his country to ſubmit to pay the duties uſually demanded for ſhipping in the river of Canton, and by his firmneſs he carried his point.

On the 19th day of April 1743, Mr. Anſon put to ſea, captain Saunders having taken his paſſage to England on board a Swediſh ſhip, was charged with diſpatches from the commodore; captain Mitchell

alſo

alſo with ſome of the officers embarked on board ſome of the India company's ſhips, but the commodore was determined not to return home until he had made another attempt to poſſeſs himſelf of the Manilla galleon. For this purpoſe he had entered twenty-three men during his ſtay at Macao, the greateſt part of them Laſcars, or Indian ſailors, and the reſt Dutch. He gave out at Macao, that he was bound to Batavia, and from thence to England; and though the weſterly monſoon was now ſet in, when that paſſage is conſidered as impracticable, yet by the confidence he had expreſſed in the ſtrength of his ſhip, and the dexterity of his hands, he had perſuaded not only his own crew, but the people at Macao likewiſe, that he propoſed to try this unuſual experiment, ſo that there were many letters ſent on board him, by the inhabitants of Canton and Macao for their friends at Batavia. But his real deſign was of a very different nature; for he ſuppoſed that inſtead of one annual ſhip from Acapulco to Manilla, in all probability two would ſail that year, ſince his cruiſing off Acapulco had prevented one of them from putting to ſea the preceding ſeaſon. So far was he from being diſcouraged by his former diſaſters, that he reſolved again to brave the dangers of the Pacific Ocean, and to cruiſe off the iſland of Samar, for theſe ſhips on their return, that being the firſt land they make at the Philippine iſlands: and as they generally arrive in the month of June, he was in no doubt of reaching his ſtation time enough to intercept them. They were indeed deſcribed as ſtout veſſels, each mounting forty-four guns, and having above five hundred hands on board, and they would moſt probably ſail in company. On the other hand, the Centurion had no more than two hundred and twenty-ſeven hands on board, of which number near thirty were

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boys; but the commodore was not discouraged by this disproportion of strength, knowing that his ship was much better fitted for a sea-engagement than theirs, and expecting that his men would exert themselves in a signal manner, when the immense wealth of these galleons was to reward their valour.

The Centurion was no sooner clear of the coast, than the commodore summoned all his people on the quarter-deck, and informed them of his resolution to cruise for the two Manilla ships, of whose wealth they were well apprized. He told them he should choose a station where he could not fail of meeting with them; and though they were stout ships and full manned, yet if his own people behaved with their accustomed spirit, he was certain he should prove too hard for them both, and that one of them at least could not fail of becoming his prize.

This information was highly relished by the whole crew, and Mr. Anson had no sooner finished his speech, than they testified their hearty approbation of it, according to the naval custom, by three strenuous cheers, declaring at the same time their resolution to succeed or perish, whenever the opportunity presented itself. All their former hopes now revived, and they assured themselves that the spoils of the enemy would at length repay them for all their fatigues and disappointments.

On the 31st day of May new style, they arrived off the island of Samar, but they took care not to approach so near as to be seen from thence. The commodore determined to cruise between the latitudes of 12 deg. 50 min. and 13 deg. 5 min. Here they remained in longing expectation of the approach of the enemy for a whole month, when a general despondency prevailed from the apprehensions of missing

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miſſing their prey. On the 20th day of June, old ſtyle, at ſun-riſe a ſail was diſcovered from the maſt-head, in the ſouth-eaſt quarter. At half after ſeven o'clock ſhe could be plainly ſeen from the Centurion's deck, with the ſtandard of Spain flying at the top-gallant maſt head, ſhe bore down upon the Engliſh, apparently determined to engage them. About noon they were little more than a league aſunder, when no ſecond ſhip appearing, it was concluded that ſhe had been ſeparated from her conſort. Mr. Anſon, in the mean time, had prepared all things for an engagement on board the Centurion, and had taken every poſſible meaſure, both for the moſt effectual exertion of his ſmall ſtrength, and for the avoiding the confuſion and tumult, too frequent in actions of this kind. He picked out about thirty of his choiceſt hands and beſt markſmen, whom he diſtributed into his tops, and who fully anſwered his expectation by the ſignal ſervices they performed. As he had not hands enough remaining to quarter a ſufficient number to each great gun, in the cuſtomary manner, he, therefore, on his lower tire, fixed only two men to each gun, who were to be ſolely employed in loding it, whilſt the reſt of his people were divided into different gangs of ten or twelve men each, who were continually moving about the decks, to run out and fire ſuch guns as were loaded. By this management, he was enabled to make uſe of all his guns; and, inſtead of whole broad ſides, with intervals between them, he kept up a conſtant fire without intermiſſion; whence he doubted not to procure very ſignal advantages; for it is common with the Spaniards to fall down upon the decks, when they ſee a broad-ſide preparing, and to continue in that poſture till it is given; after which they riſe again, and, preſuming the danger to be for ſome time over, work their guns, and fire with great briſkneſs, till another

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another broad-side is ready; but the firing gun by gun, in the manner directed by the commodore, rendered this practice of theirs impoſſible.

The Centurion being thus prepared, and nearing the galleon apace, there happened a little after noon, ſeveral ſqualls of wind and rain, which often obſcured her from their ſight; but, whenever it cleared up, they obſerved her reſolutely lying to. Towards one o'clock, the Centurion hoiſted her broad pendant and colours, ſhe being then within gun-ſhot of the enemy; and the commodore perceiving the Spaniards to have neglected clearing their ſhip till that time, as he ſaw them throwing overboard cattle and lumber, he gave orders to fire upon them with the chaſe-guns, to diſturb them in their work, and prevent them from completing it, though his general directions had been not to engage before they were within piſtol ſhot. The galleon returned the fire with two of her ſtern-chaſe; and the Centurion getting her ſprit-ſail-yard fore and aft that if neceſſary, ſhe might be ready for boarding, the Spaniards in a bravado rigged their ſprit-ſail-yard fore and aft likewiſe. Soon after, the Centurion came a-breaſt of the enemy within piſtol-ſhot, keeping to the leeward of them, with a view of preventing their putting before the wind, and gaining the port of Jalapay, from which they were about ſeven leagues diſtant: and now the engagement began in earneſt, and, for the firſt half hour, Mr. Anſon over-reached the galleon, and lay on her bow; where, by the great wideneſs of his ports, he could traverſe almoſt all his guns upon the enemy, whilſt the galleon could only bring part of hers to bear. Immediately on the commencement of the action, the mats, with which the galleon had ſtuffed her netting, took fire, and burnt violently, blazing up half as high as the mizen top. This accident, ſuppoſed to be cauſed by the Centurion's wads, threw the enemy into the utmoſt ter-

ror,

ror, and alſo alarmed the commodore; for he feared leſt the galleon ſhould be burnt, and leſt he himſelf too might ſuffer by her driving on board him: however, the Spaniards at laſt freed themſelves from the fire, by cutting away the netting, and tumbling the whole maſs, which was in flames, into the ſea. All this interval, the Centurion kept her firſt advantageous poſition, firing her cannon with great regularity and briſkneſs; whilſt at the ſame time the galleon's decks lay open to her top-men, who, having at their firſt volley driven the Spaniards from their tops, made prodigious havock with their ſmall arms, killing or wounding every officer but one that appeared on the quarter-deck, and wounding in particular the general of the galleon himſelf. Thus the action proceeded for at leaſt half an hour; but when the Centurion loſt the ſuperiority ariſing from her original ſituation, and was cloſe along-ſide the galleon, and the enemy continued to fire briſkly for near an hour longer; yet even in this poſture the commodore's grape-ſhot ſwept their decks ſo effectually, and the number of their ſlain and wounded became ſo conſiderable, that they began to fall into great diſorder, eſpecially as the general, who was the life of the action, was no longer capable of exerting himſelf. Their confuſion was viſible from on board the Commodore; for the ſhips were ſo near, that ſome of the Spaniſh officers were ſeen running about with much aſſiduity, to prevent the deſertion of their men from their quarters: but all their endeavours were in vain; for after having, as a laſt effort, fired five or ſix guns with more judgment than uſual, they yielded up the conteſt; and the galleon's colours being ſigned off the enſign-ſtaff in the beginning of the engagement, ſhe ſtruck the ſtandard at her main-top-gallant maſt-head; the perſon who was employed to perform this office having been in imminent peril of being killed, had not the com-

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commodore, who perceived what he was about, given expreſs orders to his people to deſiſt from firing.

The tranſports of the Centurion's people on being maſters of ſo rich a prize were unbounded. The ſpecie which ſhe had on board amounted to near a million and a half of dollars *. The name of this prize was Noſtra Signora de Cabadonga, having on board five hundred and fifty men, with thirty-ſix guns mounted for action, beſides twenty-eight patteraroes, each of which carried a four pound ball. She was commanded by general don Geronimo de Mentero, a Portugueſe. In the action fifty-eight of her men were killed and eighty-four wounded, among the latter of whom was the general. The ſlaughter on board the galleon was chiefly owing to the thirty picked men with ſmall arms, who were diſtributed before the engagement among the ſhrouds, who having been long practiſed in ſhooting marks, did execution with every ſhot they fired. On board the Centurion only two were killed, and a lieutenant, and ſixteen wounded, one of whom died. This diſparity in the loſs on board the two ſhips, proves the indefatigable pains that Mr. Anſon had taken to render his men expert in the uſe of their arms; and to this habitual training his ſucceſs may be attributed.

The commodore immediately appointed his prize a poſt ſhip in his majeſty's ſervice, under the command of Mr. Saumarez, firſt lieutenant of the Centurion, and after taking proper meaſures for ſecuring the priſoners, which were double his number of men, he ſteered back for the river of Canton, and on the 12th of July, came once more off the city of Macao. Soon after their arrival here, they

* About 337,500l. ſterling.

were

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were visited by a custom-house officer, who, upon taking an inventory of the guns, ammunition, and men on board, seemed extremely surprized at the mention of four hundred firelocks and near as many barrels of powder, adding, that he dared not set down such force, lest the regency should be alarmed; for that no ships so armed had ever entered the river of Canton before.

After a few days were elapsed, and Mr. Anson had brought his ships farther up the river, he dispatched his second lieutenant to Canton, with a letter to the viceroy, requesting a proper supply of provisions, and proposing to pay his excellency a visit. A message in answer to this letter was brought by three mandarins, granting the necessary supply of provisions, and at the same time entreating him to postpone his visit till the weather should become more moderate, and requesting as a favour that the Spanish prisoners should be set at liberty, lest the emperor, upon receiving intelligence of his allies being in confinement in his dominions, should resent it; and at the same time observing, that a compliance with this request would be considered as a great favour conferred on his excellency.

Mr. Anson consented to restore his prisoners to their liberty after some hesitation, made on purpose to enhance the obligation; but when the mandarin came to talk of the duties usually paid by ships, Mr. Anson cut him short, by positively declaring that he would not submit to pay any, this ordinance relating only to trading vessels; and as he intended neither to sell nor buy, he did not imagine the emperor's orders could affect him. The prisoners were soon put on board two junks, sent from Canton for that purpose; and the report they made of Mr. Anson's humanity, who was glad to get rid of them, had a very good effect on the Chinese in his favour.

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Endleſs were the artifices, frauds, and extortions practiſed by this intereſted race on the commodore and his people, from the time of his coming into the river Canton in July to the thirteenth of October, when being diſappointed of a quantity of biſcuit and other proviſions that had been promiſed him, he determined in perſon to viſit the viceroy at his capital, taking ſuch effectual meaſures for ſecuring the Centurion and her treaſure, from all the machinations of theſe treacherous people, that they durſt not during his abſence attempt any thing to his diſadvantage.

Leaving captain Brett to command the ſhip, Mr. Anſon embarked on board his own boat for Canton, rowed by eighteen of his hands, who were dreſſed in an uniform of ſcarlet jackets, blue ſilk waiſtcoats, caps of the ſame ſtuff trimmed with ſilver buttons, and ſilver badges; being accompanied by the ſupercargoes of the Engliſh, Swediſh, and Daniſh ſhips, and beſides his own boats were thoſe of all the trading veſſels; ſo that his retinue made a very grand appearance. In his paſſage he was ſaluted by all the European ſhips, (thoſe of the French only excepted) then lying at Wampo, the uſual place of mooring.

While Mr. Anſon remained in this city, a fire happened to break out, which very likely would have proved the deſtruction of the whole place, (ſuch was the ignorance of the Chineſe on this occaſion) had not Mr. Anſon's men exerted themſelves in extinguiſhing it: for which he received the thanks of the merchants and principal people of Canton.

The proviſions and ſtores being at length put on board the Centurion and her prize, on the 7th day of December they unmoored and ſtood down the river, and on the 12th day of December anchored before the town of Macao. Here Mr. Anſon ſold the galleon to the merchants for ſix thouſand dollars.

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lars *. Mr. Anſon had learnt enough from the Engliſh at Canton to conjecture, that the war with Spain was ſtill continued; and that probably the French might engage in the aſſiſtance of Spain before he could arrive in Great Britain; and therefore, knowing that no intelligence could come to Europe of the prize he had taken, and the treaſure he had on board, till the return of the merchantmen from Canton, he was reſolved to make all poſſible expedition in getting back, that he might be himſelf the firſt meſſenger of his own good fortune, and might thereby prevent the enemy from forming any projects to intercept him: for theſe reaſons, he, to avoid all delay, accepted of the ſum offered for the galleon; and ſhe being delivered to the merchants the 15th of December, 1743, the Centurion, the ſame day, got under ſail, on her return to England. On the 3d of January, ſhe came to anchor at Prince's Iſland in the ſtraits of Sunda, and continued there wooding and watering till the 8th; when ſhe weighed and ſtood for the Cape of Good Hope, where, on the 11th of March, ſhe anchored in Table-bay.

Here the commodore continued till the beginning of April, highly delighted with the place, which, by its extraordinary accommodations, the healthineſs of its air, and the pictureſque appearance of the country, the whole enlivened too by the addition of a civilized colony, was not diſgraced on a compariſon with the vallies of Juan Fernandes and the lawns of Tinian. During his ſtay, he entered about forty new men; and having, by the 3d of April, 1744, compleated his water and proviſion, he, on that day weighed and put to ſea. The 19th of April they ſaw the iſland of St. Helena, which, however, they did not touch at, but ſtood on their

* 1350l. ſterling.

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way; and arriving in ſoundings about the beginning of June, they on the 10th of that month ſpoke with an Engliſh ſhip bound for Philadelphia, from whom they received the firſt intelligence of a French war. By the 12th of June they got ſight of the Lizard; and the 15th in the evening, to their infinite joy, they came ſafe to an anchor at Spithead. But, that the ſignal perils, which had ſo often threatened them in the preceding part of the enterpriſe, might purſue them to the very laſt, Mr. Anſon learnt, on his arrival, that there was a French fleet of conſiderable force cruiſing in the chops of the channel, which, from the account of their poſition, he found the Centurion had ran through, and had been all the time concealed by a fog *.

Thus was completed an expedition, which from the various incidents which befel thoſe concerned in it, the ſpirit and judgment diſplayed in conducting it, the length of its continuance, and the glorious ſucceſs with which it was finally crowned, is unparralleled in the naval hiſtory of the world. The events and iſſue of this voyage prove what may be atchieved by ſteady perſeverance and unabating exertions; at the ſame time they ſhew that it is not in human power to command ſucceſs; fortune muſt be propitious, or the beſt concerted plans will fail. It was uncommon ſpirit in the commander, that prompted him to ſail from the port of Canton in queſt of the Manilla ſhips; but it was his good fortune that threw one of them in his way, when all hopes of meeting her had well nigh vaniſhed. Had he made an unſucceſsful cruiſe, (and the probability was at leaſt as great on that ſide,) he would have found the Britiſh miniſtry as well as the nation, little diſpoſed to applaud either his courage or his con-

* Anſon's voyage, by Walter.

duct.

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duct. Near four years ſpent in a fruitleſs expedition; a ſixty gun ſhip and two ſloops loſt; three fourths of the men that were ſent out periſhing at ſea, would have been bad teſtimonials of the commander's merits: but no ſooner was the wealth of Spain ſeized, than the government and the people united in the praiſes of the intrepid and inflexible Anſon, and he became the oracle of the ſtate in all naval buſineſs. So little does intrinſic merit captivate mankind; and ſo much does the glare of ſucceſs extort admiration!

On the 4th day of July the treaſure taken on board the galleon, paſſed through the city of London in thirty-two waggons, being conveyed from Portſmouth to the Tower. It was guarded by the ſhip's crew, which formed a motley group, compoſed of many nations, and preceded by the officers, with ſwords drawn, muſic playing, and colours flying, particularly the Spaniſh colours taken in the prize *.

It will now be neceſſary to go back ſome months, in order to take notice of the objects which engaged the attention of parliament. The houſe of commons voted ſix millions and a half for the ſervice of 1744, beſides three millions and a half paid to the ſinking fund in perpetual taxes; ſo that the year's ſupplies amounted to ten millions. The funds eſtabliſhed for the annual charge, were the land and malt-taxes; one million paid by the Eaſt-India Company for a renewal of their charter; one million two hundred thouſand pounds by annuities; one

* On this occaſion the following lines appeared in the Gentleman's Magazine:

No more proud Rome thy ancient trophies boaſt,
The conquer'd country, and the captiv'd hoſt.
Thy fierce ambition Aſia, Afric knew;
But round the globe thy eagles never flew.
Thro' ev'ry clime is Albion's thunder hurld,
And Anſon's ſpoils are from a tribute WORLD.

million

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million from the ſinking fund; ſix-and-thirty thouſand pounds from the evinage; and ſix hundred thouſand pounds by a lottery; an expedient which had been for ſome time annually repeated, and which, in a great meaſure, contributed to debauch the morals of the people, by introducing a ſpirit of gaming, deſtructive of all induſtry and virtue *. And here we may remark the change of temper in parliaments ſince the days of queen Anne. When Great-Britain then waged war againſt Spain and France, every neglect or miſcarriage in naval affairs was made a ſubject for parliamentary enquiry; and both miniſters and commanders were made ſenſible, that they ſtood accountable to the people for their conduct. At the time we are treating of, when the miſcarriages in the Weſt-Indies had tarniſhed the glory of the Britiſh arms; when the myſtery in which theſe tranſactions were involved could only be unravelled by the authority and wiſdom of parliament, and the voice of the nation called aloud for an enquiry into the true cauſes of national diſgrace, ſtill the houſe of commons ſat ſupine, every ſeſſion liberally voting freſh ſupplies, but withdrawing their attention to their application and uſes. Not that the ſpirit of oppoſition to the miniſter was laid aſleep, but it failed to exert itſelf on the moſt eſſential national queſtions. Indeed, party contentions were carried on with ſuch violence, that the French miniſtry concluded the nation to be ripe for a revolt; and this opinion was corroborated by the aſſertions of the jacobites, whoſe ſtrong prejudices, and warm imaginations, made them ſee every thing through the medium of paſſion and party; whence they informed the court of Verſailles, that if the chevalier de St. George, or his eldeſt ſon Charles

* Smollett's Hiſtory of England, Vol. XI. p. 164.

Edward,

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Edward, ſhould appear at the head of a French army in Great-Britain, a revolution in his favour would inſtantly follow. This intimation was agreeable to cardinal de Tencin, who, upon the death of cardinal Fleury, which happened this year, had become prime-miniſter of France. He concerted meaſures with the chevalier de St. George at Rome; who, being too much advanced in years to engage in ſuch an expedition, agreed to delegate his pretenſions and authority to his ſon Charles.

The French king appointed count Saxe commander of the troops deſigned for this expedition, which amounted to fifteen thouſand men, and were to be landed under convoy of a fleet equipped at Breſt, commanded by M. de Roquefeuille, an experienced officer.

The chevalier de St. George is ſaid to have required the perſonal ſervice of the duke of Ormond, who excuſed himſelf on account of his advanced age: be that as it may, prince Charles departed from Rome about the end of December, in the diſguiſe of a Spaniſh courier, attended by one ſervant only, and furniſhed with paſſports from cardinal Aquaviva. He travelled through Tuſcany to Genoa, from whence he proceeded to Savona, where he embarked at Antibes, and proſecuting his journey to Paris, was admitted to a private audience of the French king; after which he ſat out incognito for the coaſt of Picardy. The Britiſh miniſtry were ſoon apprized of this proceeding, which left them no room to doubt concerning the deſtination of the armaments prepared at the ports of France. Mr. Thompſon, the Engliſh reſident at Paris, was directed to remonſtrate to the French miniſtry, on the violation of thoſe treaties by which the pretender to the crown of Great-Britain was excluded from the territories of France: but ſuch complaints were nothing

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thing more than matters of form; the deſigns of the French court were too plainly underſtood, to ſuppoſe that it would recede from the meaſures it had taken.

The French admiral ſailed from Breſt in January 1744, directing his courſe up the Engliſh channel, with twenty ſhips of war. They were immediately diſcovered by an Engliſh cruizer, which ran into Plymouth; and intelligence being conveyed by land to the admiralty, Sir John Norris was ordered to take the command of the ſquadron at Spithead, with which he ſailed round to the Downs; where, being joined by ſome ſhips of the line from Chatham, he found himſelf at the head of a larger fleet than that of the enemy.

Several regiments now marched to the ſouthern coaſt of England; the forts at the mouth of the Thames and the Medway were put in a poſture of defence; and the militia of Kent aſſembled. On the 15th of February, the king ſent a meſſage to both houſes of parliament, intimating the arrival of the pretender's ſon in France, and the appearance of a French fleet in the Engliſh channel. In return, they joined in an addreſs, in which they declared their indignation and abhorrence of the deſign in favour of a popiſh pretender; and aſſured his majeſty, that with the utmoſt zeal and unanimity, they would take ſuch meaſures as would enable him to fruſtrate and defeat ſo inſolent an attempt. Addreſſes of the ſame kind were preſented by the city of London, both univerſities, the principal towns of Great-Britain, the clergy, the diſſenting miniſters, and the quakers. Six thouſand auxiliaries, which the States-General were obliged by treaty to furniſh on ſuch an occaſion, were demanded, and granted with great alacrity and expedition. The earl of Stair now offered his ſervices to the government, and was re-inveſted

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re-inveſted in the chief command of the forces of Great-Britain. His example was followed by ſeveral noblemen of the firſt rank; and orders were ſent to bring over ſix thouſand of the Britiſh troops from Flanders. His majeſty was again addreſſed by parliament to augment his forces by ſea and land: the habeas-corpus act was ſuſpended for ſix months; and a proclamation was iſſued for putting the laws in execution againſt papiſts and non-jurors.

In the mean while, the preparations againſt England were carried on at Dunkirk and Boulogne, under the eye of the young pretender; and ſeven thouſand men were embarked. M. de Roqueſeuille ſailed from Breſt, and proceeded up the channel as far as Dungeneſs, on the coaſt of Kent; whence he detached five ſhips to haſten the embarkation at Dunkirk: but on the 24th of February, Sir John Norris, with the Britiſh fleet, doubling the ſouth foreland, though the wind was againſt him, took the opportunity of the tide to endeavour to come up with the French; but the tide failing, he was obliged to anchor two leagues ſhort of the enemy. The French admiral reſolving to avoid an engagement, ſet ſail at ſun-ſet, for the place from whence he came, in which he was favoured by a very hard gale of wind, which at once ſaved the French fleet, and entirely diſconcerted their deſign of invading England; for many of their tranſports were driven aſhore and deſtroyed, and the reſt ſo damaged, that they could not be ſpeedily repaired. The pretender being thus diſappointed, reſolved to wait for a more favourable opportunity.

The French king no longer preſerved any meaſures with the court of London. The Britiſh reſident at Paris was given to underſtand that a declation of war muſt enſue; and this was actually publiſhed on the 20th day of March. It charged the

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king of Great Britain with having diſſuaded the court of Vianna, from entertaining any thoughts of an accommodation; with having infringed the convention of Hanover; with having exerciſed piracy on the ſubjects of France, and even blocked up the harbour of Toulon. On the 31ſt day of the ſame month, a like denunciation of war againſt France was publiſhed at London, amidſt the acclamations of the people.

In this declaration the French king is charged with having violated his ſolemn engagements in the guaranty of the pragmatic ſanction given by him in the year 1738, in conſideration of the ceſſion of Lorrain: with having given encouragement and ſupport to the Spaniards whilſt at war with Great Britain, contrary to every principle of good faith; and with having concerted meaſures with Spain for atacking a principal ſettlement poſſeſſed by the Engliſh in America, the fulleſt proof of which was obtained by a duplicate of the order dated the 7th of October 1740, having fallen into the hands of the commander in chief of the Britiſh fleet in the Weſt Indies; whilſt at the ſame time the ſtrongeſt aſſurances were given by the court of France of their friendly diſpoſition. It farther charges that power with having continued the ſame offenſive conduct in the Mediterranean in the year 1741, in joining and protecting the ſhips of Spain when the Engliſh fleet was preparing to attack them: with breach of treaties in repairing the fortifications and erecting new works at Dunkirk; in admitting the ſon of the pretender to the crown of Great Britain into the dominions of France: in ſending a ſquadron of French ſhips into the Channel in order to favour a deſcent on England; and it concludes with diſavowing all the charges brought againſt the king of Great Britain in the French declaration.

We

We ſhall now take a view of the moſt important commercial events which took place during this period.

The continental colonies in America having greatly increaſed in population, trade, and opulence, many ſchemes were formed in different parts of that extenſive coaſt for ſupplying a want of a medium in trade, by ſetting up a bank on land ſecurity: the ſtock of which bank to be raiſed by public ſubſcriptions for large ſums of money, of which ſmall proportions were to be paid in from time to time by each ſubſcriber; theſe banks were to be managed by directors, treaſurers, and other officers, and dividends to be made of the profits ariſing. The company ſo formed were to iſſue bills which each individual ſubſcriber was to engage to take in payment; and at the expiration of twenty years the holders of theſe bills were to be paid their value in manufactures. By an act of the ſixth George I. cap. 17, all ſuch aſſociations and partnerſhips were made illegal, but the projectors pleaded that the operation of the act did not reach to America. The legiſlature not chooſing to reſt the matter on the act of parliament then exiſting, (which without queſtion was competent to ſuppreſs all ſuch ſchemes) paſſed another law in 1741 * for reſtraining and preventing ſeveral unwarrantable ſchemes and undertakings in his majeſty's colonies and plantations in America, whereby the former act and every part thereof, was explained to extend to Britiſh America, and the contraveners were made liable to the like fines, puniſhments, &c. to be tried in the king's court in America.

The value of the paper currency of the American continental colonies at this time was as follows, viz.

* 14 George II.

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New England (i. e. principally the Maſſachuſet's bay) Connecticut, Rhode Iſland, and New Hampſhire	—	525£. currency	for 100l. ſterling money*.
New York	—	160	
The Jerſeys	—	160	
Pennſylvania	—	170	
Maryland	—	200	
North Carolina	—	1,400	
South Carolina	—	800	

It was computed that in the year 1740, about 200 Britiſh ſhips were annually and conſtantly employed in the tobacco trade with the two colonies of Virginia and Maryland; the proportion of which was eighty or ninety ſail for Virginia, and about one hundred and ten, or one hundred and twenty for Maryland. Of theſe ſhips ſuch as traded to the out ports of Great Britain, were generally of leſs burden than thoſe from the port of London. In theſe ſhips it was computed that thirty thouſand hogſheads of tobacco were annually imported, eighteen thouſand of which were brought home in the London ſhips †.

The increaſe of the linen manufacture of the kingdom of Ireland was at this time aſtoniſhingly great. It has been aſſerted that at the revolution Ireland did not export to the value of ſix thouſand pounds in linens, whereas the exportations at this time amounted annually to ſix hundred thouſand pounds ‡.

In the month of Auguſt 1740 the ſale of the French Eaſt India company's merchandize at Port L'Orient amounted to twenty-two millions of livres, or nine hundred and ſixty-two thouſand five hundred pounds ſterling, which ſufficiently de-

* Anderſon on Commerce, Vol. II. p. 366. † Idem. ‡ Idem.

monſtrates

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monſtrates the vaſt increaſe of that company's commerce to Eaſt-India.

In conſideration of a million of money advanced to government at three per cent. intereſt, the Engliſh Eaſt-India company obtained fourteen years farther term to be added to the charter which they then held. They were empowered to borrow money on their common ſeal, by creating a million of new bonds at three per cent. intereſt, ſo that the entire debt thenceforth due by the public to this company was, four million two hundred thouſand pounds, and the excluſive right of carrying trade was extended to three years notice to be given by parliament after Lady-day 1780.

CHAP.

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CHAP. III.

The Naval History of GREAT BRITAIN, *from the Declaration of War againſt* FRANCE *in* 1744 *to the Peace of* AIX LA CHAPELLE.

Engagement between the Britiſh *Fleet and the Combined Fleets of* France *and* Spain *off* Toulon—Dutch *Squadron arrives in the Channel—A Fleet under Sir* John Balchin *proceeds to the Bay of* Biſcay—*The Victory founders and all on board periſh—Change of the Miniſtry—New Board of Admiralty—Squadron ſent to the* Eaſt-Indies—*Three* French Eaſt-Indiamen *taken—Naval Force in the* Weſt-Indies—*Succeſs of* Britiſh *Cruiſers—Meeting of Parliament—Supplies—Expedition againſt* Louiſburgh—*Conqueſt of* Cape Breton—*Rebellion in* Scotland—*Proceedings in Parliament*—Genoa *bombarded by a* Britiſh *Fleet*—*Tranſactions in the* Eaſt-Indies—*The* French *reduce Fort* St. George *and* Madraſs—*Expedition to the Coaſt of* France—*Attempt upon Port* L'Orient—*Unſucceſsful Attempt to diſcover a North-Weſt Paſſage—Tranſactions in the* Weſt-Indies—*Trial of the Admirals* Matthews *and* Leſtock—*New Parliament aſſembled—Defeat of a* French *Squadron by the Admirals* Anſon *and* Warren—*Naval Promotions*—French *Ships taken by Admiral* Hawke—*Tranſactions in the* Weſt-Indies—*Engagement between the* Britiſh *and* Spaniſh *Fleets—Vice-Admiral* Medley *in the* Mediterranean—*Rear-Admiral* Boſcawen *in the* Eaſt-Indies—*Congreſs at* Aix la Chapelle—*Definitive Treaty ſigned.*

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MISCELLANEOUS OCCURRENCES. *Attempt to lay open the Trade to* Turkey—*State of the Bank of* England—*View of the* Newfoundland *Fiſhery*—*Production of Indico in* South Carolina—*Comparative View of the Sugar Trade of* England *and* France.

THE chief naval ſtrength of the belligerent powers was now collected, as it uſed to be in former wars, in the Mediterranean. Here admiral Matthews rode triumphant before Toulon, in which harbour the combined fleets of France and Spain were ignominiouſly pent up. At length a poſitive order was ſent from the court of France to their admiral de Court, to put to ſea at all events, in order to join a ſquadron expected from Breſt, and even to riſk an engagement with the Engliſh, if the junction could not be effected without it. Sixteen Spaniſh men of war lay in the harbour, but the Spaniards had only a ſufficient number of ſailors and gunners to work twelve. The French fleet conſiſted of ſixteen ſhips of the line, four frigates, and three fireſhips. M. de Court the French admiral, at the age of four-ſcore, enjoyed all the vigour of body and mind which ſuch a ſtation required. Forty years had elapſed ſince the ſea-fight off Malaga, where he had ſerved as captain on board the admiral's ſhip, and ſince that time there had been no engagement at ſea in any part of the world, except that off Meſſina in 1718.

On the 10th day of February the two contending fleets got under ſail, and being each drawn up in line of battle, advanced to meet the other. The arrangement and force of the two armaments were as follows.

A LIST

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A LIST OF THE BRITISH FLEET.

Thoſe marked † fought with the French, * with the Spaniards, and thoſe with no mark did not fight at all.

V A N.

Rear-Admiral ROWLEY.

Frigates, &c.	Rates.	Ships.	Commanders.	Men.	Guns.
	3	Stirling Caſtle,	Cowper,	480	70
	4	Warwick,	Weſt,	400	60
	3	Naſſau,	Lloyd,	480	70
		*Somerſet,	Slaughter,	600	80
Oxford, Feverſham,	2	†Barfleur,	Rear adm. Rowley, C. D. Langle,	750	90
Winchelſea,	3	†Princeſs Caroline,	Oſborne,	600	80
		*Berwick,	Hawke,	480	70
		Chicheſter,	Dilke,	600	80
	4	*Kingſton,	Lovet,	400	60

C E N T R E.

Admiral MATTHEWS.

	4	*Dragon,	Watſon,	400	60
	3	*Bedford,	Townſend,	480	70
		*Princeſſa,	Pitt,	480	74
Guernſey,		*Norfolk,	Forbes,	600	80
Chatham, Saliſbury,	2	*Namur,	Admiral Matthews, Captain Ruſſel,	750	90

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Frigates, &c.	Rates.	Ships.		Commanders.		Men.	Guns.
Durfley galley,		*Marlborough,	——	Cornwall,	——	750	90
Anne galley F.		Dorſetſhire,	——	Burriſh,	——	600	80
	3	Eſſex,	——	Norris,	——	480	70
	4	Rupert,	——	Ambroſe,	——	400	60
	3	Royal Oak,	——	Williams,	——	480	70
		R E A R.					
		Vice-Admiral LESTOCK.					
	4	Dunkirk,	——	Purvis,	——	400	60
	3	Cambridge,	——	Drummond,	——	600	80
		Torbay,	——	Gaſcoigne,	——	480	70
Nonſuch, Romney,	2	Neptune,	——	Vice adm. Leſtock, Captain Stepney,	——	750	90
Diamond,	3	Ruſſel,	——	Long,	——	600	80
Mercury fire-ſhip,		Buckingham,	——	Towrey,	——	480	70
		Boyne,	——	Frogmore,	——	600	80
		Elizabeth,	——	Lingen,	——	480	70
		Revenge,	——	Berkeley,	——	480	70
				Seamen, in all		15000	
				Soldiers	—	800	
				Guns	—	2490	
				Ships	—	40	

A LIST of the FLEET

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A LIST OF THE COMBINED FLEET.

VAN. FRENCH.

Commodore GABARET.

Frigates, &c.	Rates.	Ships		Commanders.		Men.	Guns.
	4	Le Diamont,	——	De Maſiae,	——	360	50
		Le Toulouſe,	——	De Aſtrour,	——	480	60
		Le Serieux,	——	De Chaylus,	——	500	64
L'Attalante,		L'Eole,	——	De Gravier,	——	500	64
Le Flore,	3	L'Eſperance,	——	Com. Gabaret,	——	580	74
		L'St. Eſprit,	——	De Pioſin,	——	580	74
		Le Boree,	——	De Marqueſe,	——	500	64
		L'Aquilon,	——	De Vandrevil,	——	360	50

CENTRE. FRENCH.

Admiral DE COURT.

	4	Le Tygre,	——	De Saurin,	——	400	56
		Le Trident,	——	De Caylus,	——	500	64
	3	Le Duc d'Orleans,	—	D'Orvez,	——	580	74
Le Zephire,		Le Terrible,	——	Admiral de Court,	—	600	74
Le Volage,		Le Ferme,	——	De Sergne,	——	580	74
		Le Solide,	——	De Chateauneuf,	—	500	64
		Le Leopard,	——	De Galifet	——	500	64
REAR		L'Ancion,	——	De Lauce,	——	400	56

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REAR. SPANIARDS.

Admiral NIVARRO.

Frigates, &c.	Rates.	Ships.	Commanders.	Men.	Guns.
	4	Le Superbe, ——	Juan Valdez, ——	500	60
		Le Poder, ——	Rodriguez, ——	500	60
		Le S. Fernando, ——	De la Vega, ——	500	60
	3	Le Conſtant, ——	De Tourtaga, ——	600	70
		L'Iſabella, ——	Peclathoui, ——	700	70
Two frigates,	1	Le R. Inf. D. Philip,	Admiral Navarro, —	1300	114
	3	Le Hercule, ——	Coſme d'Alvarez, —	600	70
		L'Amerique, ——	Fran. Petruchi, —	600	70
		Le Neptune, ——	Hen. Olivarez, ——	500	60
		L'Orient, ——	Joach de Villena, —	500	60
		Le Berillant, ——	Blaiſe de la Barrera, —	500	60
		Le Retiro, ——	Juan Souriane, ——	450	54
			Seamen —	16500	
			Guns —	1820	
			Ships —	34	

The

The Engliſh had the advantage of the wind, a circumſtance of as much conſequence at ſea, as an advantageous poſt is on land. That nation was the firſt who ranged their naval forces in the order of battle which is now in uſe, and it is from them that other nations have learned to diſpoſe their fleets into the diviſions of van, main, and rear. Matthews was eager to come to action, de Court choſe rather to avoid one, for which purpoſe he endeavoured to ſtretch to the ſouthward.

On the 11th at break of day, the combined ſquadrons having made ſail during the night, with little wind eaſterly, had got ſomewhat farther off, whilſt the Engliſh had been driven by the currents between them and Toulon; upon which admiral Matthews made the ſignal for bearing down. At this time the Engliſh fleet was very much extended, the headmoſt ſhip in the van being diſtant from the ſternmoſt in the rear full three leagues. At half an hour paſt eleven o'clock at noon, Matthews perceiving the backwardneſs of his adverſary to engage, threw out the ſignal for a general engagement. By one o'clock the two fleets had neared each other conſiderably, but the regular arrangement was now inverted. The van of the Britiſh fleet was oppoſed to the centre of the combined fleet; the French van under commodore Gabaret was greatly a-head, and admiral Matthews with the centre diviſion was a-breaſt of the Spaniſh fleet which compoſed the rear of the enemy; and vice admiral Leſtock was greatly a-ſtern, and as there was little wind and a great ſwell, he had little chance of making way ſo as to come up with and engage the Spaniards. This was the important moment for attacking the Spaniſh fleet, and admiral Matthews being of opinion that the regular form of an attack ſhould be adhered to or departed from according as the public ſervice was likely

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likely to be beſt promoted, bore down upon the Spaniſh admiral, throwing out the ſignal for engaging, while that for the line of battle was ſtill diſplayed, which was a fatal indiſcretion, and tended greatly to embarraſs thoſe who were to act under theſe directions. However, though Leſtock made no haſte to come up with the flying enemy, which it was his unqueſtionable duty to have done, yet had the intrepidity of Matthews been properly ſeconded by every ſhip in his diviſion, the Spaniſh fleet might have been as effectually ſubdued as it was ſix and twenty years before by Sir George Byng.

The admiral in the Namur, and captain Cornwal in the Marlborough, ſingled out the Spaniſh admiral Navarro in the Real or Royal Philip, and the Iſabella his ſecond, and very gallantly began the action within piſtol ſhot, about half an hour paſt one o'clock.

At the ſame time captain Forbes in the Norfolk, bore down, and engaged the Conſtant, the ſecond a-head of don Navarro; and the Princeſſa, Somerſet, Bedford, Dragon, and Kingſton fired at the Poder, the ſhip next a-head of the Conſtant; the Orient, Amerique, and Neptune, the three headmoſt ſhips of the Poder, exchanged a broadſide with the headmoſt ſhips of the Britiſh centre, and continued their courſe to the ſouthward with the French ſquadron, making in all nineteen ſhips of the line; and the five other Spaniſh ſhips were at a conſiderable diſtance a-ſtern of their admiral, though theſe ſhips might have been kept before the wind by vice admiral Leſtock, if the neceſſity ſo urgent before his eyes could have prevailed on him to conceive himſelf juſtified in breaking the line while the ſignal was unaltered: yet ſtill he kept at a great diſtance from the line. But about two o'clock rear admiral Rowley, and captain Oſborne in the Princeſs Caroline,

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got along ſide the French admiral and the Ferme his ſecond, and engaged them for ſome time; the Berwick and Chicheſter alſo fired at the French, but at too great a diſtance; while the Naſſau, Warwick, and Sterling Caſtle, the three other headmoſt ſhips of this diviſion, though there was no ſignal of direction to the contrary, did not engage, according to the ſignal abroad, but kept their wind, endeavouring to prevent the French from tacking and doubling upon them, who had ſo great a ſuperiority, as nineteen againſt ſeven, the Kingſton and Somerſet having got ſo far a-head as to fall in among the centre. Admiral Rowley continued the engagement againſt the French admiral, with great obſtinacy and judgment, aſſiſted moſt gallantly by captain Oſborne; and as ſeven other ſhips of the French diviſion began to fire, this prevented admiral de Court tacking his diviſion to the aſſiſtance of the Spaniards, neither could commodore Gabaret do it with the van, without running the hazard of being ſurrounded by that of the Engliſh, which had the wind of them, and kept it with ſuch diſcretion, as prevented the reſt of the French from engaging, and added greatly to the reputation of the commanding officer.

A conſtant fire was maintained with great warmth by the Namur and the Marlborough, againſt don Navarro and his ſecond, both of whom behaved with great valour; but the Norfolk, after engaging three quarters of an hour, obliged the Conſtant to bear away out of the line much diſabled: upon which the Spaniſh admiral and his ſecond a-ſtern, notwithſtanding their warm work with the Namur and Marlborough, fired ſome guns at her to bring her back, but to no purpoſe; for ſhe continued to lie to leeward, and never more returned to the engagement. The Norfolk did not think proper to quit the

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the line in purſuit of her, and having now no antagoniſt, ſhe lay to windward, having twenty men killed and twenty five wounded, with her rigging, maſts, and yards conſiderably ſhattered. The Namur and Marlborough being juſt aboard of one another, obliged admiral Matthews to fill his ſails and go a-head, in the heat of the action, though his maſts, yards, and rigging, were ſo much diſabled, as to occaſion the greateſt difficulty in managing the ſhip, which was increaſed by having but little wind with a great ſwell; and the mizen top-ſail being handed to prevent the maſts and rigging tumbling about their ears, though he reeved new braces three ſeveral times: ſo that he could not give the Marlborough the aſſiſtance captain Cornwall wanted, whoſe behaviour merited all imagnable applauſe: and though the admiral engaged within piſtol ſhot, he had but nine men killed and forty wounded, and among the latter capain Ruſſel who had his arm taken off by the firſt broadſide.

The gallant captain Cornwall had loſt both his legs by an unfortunate ſhot; and the Marlborough at three of the clock had her main and mizen maſts ſhot by the board, the fall of which killed her heroic commander; nevertheleſs ſhe was fought bravely by her ſecond lieutenant, (the firſt lieutenant who was the captain's nephew, being alſo killed) and making good fires upon her opponents, though ſhe had no aſſiſtance from her neighbours in the line, which continued lying to windward, and firing at the Spaniſh ſhips in the rear, not within gunſhot, though the admiral had ſent orders for them to bear down to her aſſiſtance. The Real or Royal Philip lying diſabled with her ſtern to the Marlborough, her ſecond gone, and the ſhip a-ſtern, not yet come up at four o'clock; the Ann galley fireſhip was ordered to prime with the utmoſt diſpatch, and go down upon the

the Spaniſh admiral and burn him: but before ſhe could be got ready the Spaniſh ſhips a-ſtern paſſed by vice-admiral Leſtock, who fired a broad-ſide at the ſternmoſt ſhip, but could not ſtop her from going a-head, which gave them an opportunity of re-inforcing the Spaniſh admiral, juſt as the fire-ſhip was approaching the Royal Philip, theſe ſhips fired at her all the way ſhe was advancing. The fireſhip being within a cable's length of the Spaniſh admiral, was ſet on fire; but the Spaniards pouring into her bows a great number of ſhot, immediately ſunk her, though ſhe was not her own length at that time from the Royal Philip, and went down all in a blaze, with captain Mackey her brave commander, his lieutenant Hilliers, his gunner, and twelve men, whoſe fate was participated by fifty Spaniards, who had been ſent in a launch from the Royal Philip to take her, and arriving cloſe under her the very moment ſhe blew up, periſhed in the flames.

About five o'clock the Marlborough being dreadfully ſhattered, and almoſt torn to pieces was towed out of the line. The Spaniards fired chiefly at the maſts and rigging, by which, although admiral Matthews engaged the Real within piſtol ſhot, he had only nine men killed and forty wounded; captain Ruſſel who commanded the Namur, had his left arm ſhot off by the firſt broadſide; whilſt a dreadful carnage was made on board the Spaniſh admiral's ſhip, notwithſtanding which, ſhe maintained the action with unabating ſpirit. The Dorſetſhire, Eſſex, Rupert, and Royal Oak, very feebly ſupported their admiral; had they diſcovered the ſame alacrity as the Marlborough, the Spaniſh ſhips would moſt probably have been deſtroyed or taken. During the fierceſt part of the action admiral Matthews is ſaid to have ſtood on

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the quarter deck, or arms cheſt, obſerving with his glaſs the manœuvres of the enemy, and although a double deaded ſhot carried away the plank he leant upon, it occaſioned no viſible change in his countenance or deportment.

Whilſt theſe tranſactions paſſed between the centre of the Britiſh fleet and the rear of the combined fleet, admiral Rowley who commanded the Britiſh van, and hoiſted his flag on board the Barflour, being ſeconded by the Princeſs Caroline, captain Oſborne, engaged the French admiral and his ſecond for three glaſſes, during which time the conflict was maintained with great firmneſs on both ſides. De Court perceiving the perilous ſituation of his rear, being ſenſible that their total deſtruction would follow upon the Engliſh rear bearing down, at three o'clock threw out the ſignal for his van to tack and make ſail to the relief of the Spaniſh ſhips, hoping thereby to encloſe admiral Matthews between two fires, but the Sterling Caſtle, Warwick, and Naſſau, aſſiſted by the Chatham (a fifty gun ſhip not of the line,) being to windward of the French van, hung upon it for a conſiderable time, and prevented thoſe ſhips from complying with the admiral's ſignal. It was not till five o'clock that the French ſquadron were able to tack, upon which admiral Rowley did the ſame, and haſtened to join the centre. All this time Leſtock was not come up, although four of the ſternmoſt of the Spaniſh ſhips, who, at the beginning of the action were equally diſtant from their admiral as he was from his, found means to get up to aſſiſt him.

The Poder, a ſixty gun ſhip, lying a-head of the Real or Royal Philip, was fired at by the Princeſſa, Somerſet, Dragon, Bedford, Kingſton, and by the Saliſbury and Guernſey frigates of fifty guns, but not within gunſhot, which conduct as it did not annoy

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the enemy, expoſed the ſeveral commanders to ridicule. As theſe ſhips were intermixed, and made a confuſed random fire, they were more expoſed to their own ſhot than to that of the enemy, and the Somerſet is ſaid to have received many from the Kingſton. At length, the Berwick bore down upon the Poder, and engaged her in a manner becoming the Britiſh honour. The Spaniard made a vigorous reſiſtance, having five hundred men on board, but loſing her main-maſt and fore-top-maſt ſhe ſtruck. Several officers boarded her, claiming the honour of the capture; but the captain pointed to the Berwick, and delivered his ſword to her lieutenant, ſaying, he held the others in the greateſt contempt. The French ſquadron came up juſt as the Poder had ſtruck to the Berwick, ſo that captain Hawke had only time to take out the Spaniſh captain, and four of his principal officers, it being impoſſible to do any thing with the ſhip, as it was almoſt dark, and ſhe had not a maſt ſtanding, which obliged him to leave her to the French; but his fourth lieutenant and twenty-three men could not be got out of her. The Spaniſh ſquadron being thus joined by the French, their whole fleet was ranged in good order of battle. At half an hour paſt five, admiral Matthews made the ſignal for the Britiſh fleet to draw into a line of battle a-head: at this time the Namur and ſome others of the ſame diviſion, continued engaging with the Royal Phillip and the ſternmoſt ſhips which had joined her; but night coming on, firing ceaſed on all ſides, and the Britiſh fleet being all formed in a line, paſſed on, leaving the Spaniſh ſhips greatly ſhattered, and almoſt entirely diſabled.

The combined fleet took the opportunity of the night, which was very dark, to eſcape from ours, and avoid renewing the engagement, being taken

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Engraved for Hervey's Naval History. Vol. V. Book 8. Ch. 12

LORD HAWKE,

Knight of the Bath and Admiral of the Fleet.

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up in towing their crippled ſhips before the wind. The Britiſh admiral thought it imprudent to continue the engagement after the night cloſed in, ſince the neceſſary orders by ſignals could not have been diſtinguiſhed, nor indeed an enemy known from a friend.

Admiral Matthews about eight o'clock at night ſhifted his ſhip, and hoiſted his flag on board the Ruſſel, not caring, ſhould there be an engagement next morning, to riſk the falling of all the Namur's maſts; and the admiral acquainted the vice and rear-admirals with his removal, directing them to keep near him all night: at the ſame time he intimated to vice-admiral Leſtock, a ſurpriſe at his behaviour, hoping he would be able to give good reaſons for his conduct. From the behaviour of Matthews on this memorable day, it ſeems probable, that he expected to be able to beat the Spaniards without the aſſiſtance of Leſtock's diviſion; but when ſeveral of the ſhips that ſailed in the centre diſcovered ſhameful backwardneſs in ſupporting their admiral; and thereby the opportunity was loſt; the animoſity which ſubſiſted between him and Leſtock led him to put the moſt ſevere conſtruction on the latter's conduct.

Next day the enemy appeared to leeward, with their crippled ſhips in tow, ſteering ſouth-weſt and by weſt about ſix leagues diſtant. The admiral gave chace till night, when he brought to, that he might be joined by the ſhips aſtern. In the afternoon captain Watkins, of the Burford, joined the fleet. He had been in Hieres Bay the day before, and hearing the report of guns, and ſeeing the ſmoak, he made directly for the fleet. The Poder had been ſo very much diſabled, as to retard the French in their ſailing; but when the Britiſh fleet bore down ſo near upon them, the French admiral

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ordered the Diamont to take out as many of the Spaniards on board the Poder as poſſible; upon which ſeveral boats were ſent, and after taking out all the men, the ſhip was left behind. Admiral Matthews then ſent the Eſſex a-head to burn the Poder, not being able to ſpare any of his ſquadron to carry her to Minorca, having juſt before ſent the Marlborough thither, under convoy of the Oxford. The Poder was accordingly ſet on fire, and blew up about half an hour after nine. There was alſo reaſon to believe, that had any wind ſprung up, the French would have left the other crippled ſhips belonging to the Spaniards, as moſt of them had ſuffered greatly.

The next day, the 13th, they were perceived again, but at a greater diſtance, and purſued for ſome time. But at nine o'clock the wind coming to the eaſtward, and blowing very hard, admiral Matthews ſuſpecting that the French admiral intended to decoy him down the Straits, where he might probably be reinforced by the Breſt ſquadron, thought it moſt adviſable to give over the chace, eſpecially as ſeveral of his ſhips were greatly diſabled in their maſts; the admiral therefore made the ſignal to leave off chacing, and ſent the Winchelſea to recall the vice-admiral, who at ten o'clock loſt ſight of the confederates, and the Britiſh fleet was never able to diſcover them afterwards.

Next day at noon, the ſhips having in ſome meaſure repaired their damages, the admiral made ſail to the north-weſt, in hopes of meeting the confederate fleet, and continued that day and night, making ſail in for the ſhore. But the combined ſquadrons ſteering weſt-ſouth-weſt, had got on the coaſt of Spain, where on the 14th they were ſeparated in a hard gale; after which the French put into Alicant on the 16th, and the Spaniards arrived at Carthagena on

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on the 17th. Matthews then bore away for Port Mahon, after having in vain attempted to recover his ſtation in Hieres Bay.

In this engagement the confederates loſt only one ſhip, the Poder of ſixty guns, a loſs which the Spaniards readily put up with, as it furniſhed them with an opportunity of getting all the reſt of their fleet into their own harbours, eſpecially as they had taken out all the men, and ſhe afterwards became of no ſervice to the captors. The Royal Philip was greatly damaged, having five hundred men either killed or wounded, among the former was don Nicolas Geraldine, the Spaniſh captain; and among the latter was admiral Navarro, who had received two ſlight wounds: the Neptune loſt her captain, don Henry Olivarez, with his firſt lieutenant, four officers, and near two hundred men; the Iſabella loſt ſome of her officers and three hundred men; but the reſt of the combined fleet received no conſiderable damage. The Britiſh ſquadron, beſides the Ann galley fireſhip, ſuffered principally in their maſts and rigging, towards which the confederate ſhips moſtly directed their ſhot; the Namur was greatly wounded in her rigging, having fifteen men killed and the captain and fifty wounded; the Barfleur had but little hurt: and the whole loſs in the Britiſh fleet did not exceed four hundred men killed and wounded. But the greateſt loſs was by the death of the heroic captain Cornwall, who, when his admiral was diſabled, intrepidly puſhed in with the Marlborough, between the Namur and the Spaniſh ſquadron, and, with a bravery moſt of the fleet were ſtrangers to, took on himſelf the whole fire of the Spaniſh line; by his noble behaviour extorting a confeſſion from the commanders he engaged with, that at leaſt one Britiſh captain had honourably maintained the glory of his nation. The concern expreſſed

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preſſed for the loſs of this brave man was general and ſincere, and in order to perpetuate his memory, the parliament voted a ſplendid monument to be erected in Weſtminſter-abbey, at the public expence.

As ſoon as the Britiſh fleet had arrived at Port Mahon, admiral Matthews tranſmitted to vice-admiral Leſtock a number of queries, reſpecting his conduct on the 11th day of February, requiring of him diſtinct anſwers to each. Theſe were returned the next day, and therein the vice-admiral aſſerted that he had crowded all the ſail his ſhip could carry to come up with the enemy. He charged the Dunkirk and Cambridge who were a-head of him, with not making all the ſail in their power, and keeping to windward of their ſtation, particularly the Dunkirk, on which account he fired a ſhot to windward of them, as a ſignal, which they did not think proper to obſerve. To theſe anſwers Matthews replied, and the other rejoined. In the rejoinder Leſtock obſerves that, "though he had the honour to bear his majeſty's flag, yet he had always, even in the day of battle, been kept ignorant of the deſigns of the commander in chief, more ſo than many private captains."—Perhaps this paſſage ſerves to explain the true grounds of the miſcarriage more fully, than any thing which was ſaid on either ſide, during the whole altercation. The ſame day that Matthews received Leſtock's rejoinder, he ſuſpended him from his command, and ſent him priſoner to England on board the Saliſbury. Leſtock had ſignalized his courage on many occaſions; he was a lieutenant on board the Barfleur, Sir Cloudeſley Shovel's ſhip, in the engagement off Malaga in 1704, and was ſecond captain of the ſame ſhip, on board of which was Sir George Byng, when he beat the Spaniards off Cape Paſſano in 1718. He perfectly underſtood the whole

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Monument erected by the Senate of Great Britain, to the Memory of CAPT. CORNWALL, who was Slain while Fighting for his Country, on the 3d of Feb. 1743.

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whole diſcipline of the navy. Lord Torrington recommended him to king George I. as one of the moſt able quarter-deck officers ever bred at ſea; which recommendation ſoon after procured him a flag.

A ſimilar ſpirit of diſcord had gone forth among the commanders of the combined fleets; the Spaniſh admiral Navarro repreſented the conduct of de Court in ſuch a light to the miniſtry of Spain, that ſoon after his arrival in port he was ſuperceded. On this occaſion he wrote to the biſhop of Rennes, ambaſſador from the crown of France to the court of Spain. He begins with ſaying. "It is well known, my lord, that the ſea-officers in the ſervice of Spain, have been for a long time a good deal out of humour with France, and that ſo long ago as the year 1741, I had the good fortune actually to ſave the Spaniſh ſquadron under the command of M. Navarro; and I ſaved it, in ſpite of all that officer could do; who out of mere affectation ſtood out to ſea, in ſight of admiral Haddock; though he very well knew, that it was my order to keep within ſight of land, and that I was not bound to hazard the ſquadron under my command for the ſake of braving the Engliſh, under an admiral *whoſe courage and conduct was not* THEN *to be queſtioned*; having appeared on all occaſions, even to the Spaniards themſelves, not capable of cenſure only, but above ſuſpicion." Towards the concluſion of his letter, he has the following remarkable paſſage. "It was not I, my lord, who forced M. Navarro to fight againſt all the rules of war and prudence; it was not I who ſeparated his ſhips from him and threw him in danger; but after he had taken ſo much pains in ſpite of all that I could do, to get himſelf handſomely beat, it was I that came to his aſſiſtance, and gave him an opportunity of getting away, which otherwiſe he never could have had."

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We ſhall now relate the other naval occurrences of the year 1744, after which the proceedings at home againſt the two commanders, and the ſeveral accuſed captains will come under conſideration.

A fleet of Dutch men of war conſiſting of twenty ſail, under the command of admiral Baccherſt, arrived in the Downs the beginning of the month of July, and proceeded to join the Engliſh fleet which lay at Portſmouth, under the command of Sir John Balchen. About the ſame time advice was received that a fleet of ſtoreſhips for the Mediterranean, which was convoyed by eleven ſhips of the line, and a bomb ketch, commanded by Sir Charles Hardy, having put into Liſbon, the French fleet from Breſt compoſed of fourteen ſhips of the line and ſix frigates, under the command of M. Rochambault, appeared off that harbour, and had prevented Sir Charles from putting to ſea, and proceeding on his voyage. As theſe ſupplies and re-enforcements were eſſentially neceſſary to enable the force in the Mediterranean to act, Sir John Balchen received orders to ſail immediately in queſt of the Breſt fleet, having the following Engliſh and Dutch ſhips under his command.

British Division.

Ships.	Guns.
Sir John Balchen, Admiral, in the Victory — —	110
Hampton Court, — —	70
Auguſta, — — —	60
Captain, — — —	70
Princeſs Amelia — —	80
Vice-admiral Martin, in the St. George — — —	90
Falkland — —	50
Suffolk — — —	70
Exeter, — — —	60

Vice-

Vice-Admiral Stuart, *in the* Duke.

Ships.	Guns.
Sunderland,	60
Monmouth,	70
Duke,	90
Prince Frederick,	60
Princeſs Mary,	60
Ætna, Scipio, } fire-ſhips, and	
Fly ſloop.	

DUTCH DIVISION.

Ships.	Commanders.	Guns.
Haerlem,	Admiral Bacchereſt,	70
Dordrecht,	Vice-admiral t'Hooft,	54
Damiata,	Vice-admiral Schryver,	64
Leuwenhorſt,	Rear-admiral Reynſt,	54
Edam,	Captain Trenſel,	44
Aſſendelft,	——— Boudaen,	53
Delft,	——— Welleſteyn, and	
Two frigates.		

The French admiral, on the firſt news of the approach of this fleet, quitted his ſtation off Algarve, and retired to Cadiz. Sir Charles Hardy hereupon putting to ſea, formed a junction with the combined fleet, which ſailed to Gibraltar, where Sir John Balchen victualed the Mediterranean fleet, and re-enforcing the garriſon of that place, he ſteered his courſe for England. On the 28th day of September he loſt ſight of the coaſt of Galicia, and ſoon after entered the bay of Biſcay, directing his courſe towards Uſhant, but a violent ſtorm overtaking him, diſperſed the whole fleet,

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and drove ſome of them to the entrance of the channel, where ſeveral of the ſhips ſuffered conſiderably, particularly the Exeter and the Duke, the firſt of whom loſt her main and mizen-maſts, and was under the neceſſity of throwing twelve of her guns overboard; and the latter had all her ſails torn to pieces, and ten feet water in her hold. Vice-admiral Stewart, however, who was on board the Duke, arrived, with the greater part of the ſhips, ſafe at Plymouth; and the whole fleet, except the Victory, came into port by the 10th day of October. This ſhip, on board of which Sir John Balchen had hoiſted his flag, was conſidered as the largeſt and moſt beautiful firſt-rate in the world: ſhe was ſeparated from the reſt of the fleet on the 4th, after which ſhe was never ſeen or heard of; and this brave commander, with all his officers, volunteers, and crew, amounting to eleven hundred choice ſeamen, periſhed. It is generally ſuppoſed, that ſhe ſtruck upon a ridge of rocks called the Caſkets, near Alderney, as repeated ſignals of diſtreſs were heard by the inhabitants of that iſland; but the wind blew ſo violently, that no boat could put out to their aſſiſtance.

The loſs of this ſhip has been imputed to a defect in its conſtruction, and many complaints were at that time made concerning the principles on which the men of war were built, and the conduct of the ſurveyor general of the navy. His majeſty was pleaſed to ſettle a penſion of five hundred pounds per annum during life on lady Balchen, the admiral's widow. A few months before, the admiral had been appointed governor of Greenwich hoſpital, on the death of Sir John Jennings, ſoon after which the honour of knighthood was conferred upon him.

Nor was the Victory the only man of war that periſhed about this time: the Colcheſter,

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of fifty guns and four hundred men, ſailing from the Nore for the Downs, ſtruck on the ſands, between the Long Sand, and Kentiſh Knock, about ſeven in the evening, on the 21ſt day of September, in which ſituation ſhe continued till ten before a boat could be got out to ſend for aſſiſtance, when a lieutenant, a midſhipman, and twelve ſailors made the beſt of their way for Harwich; during which time the lights were put up in the ſhrouds, and one hundred and forty guns fired as ſignals of diſtreſs, which were anſwered by the Royal Sovereign at the Nore; but the wind being full eaſt, it was impoſſible to ſend her any relief. In this dangerous condition they were obliged to ſcuttle the ſhip to prevent her from ſinking among the ſands, and remained thus till the twenty-third in the evening, when the boat returned from Harwich with ſix fiſhing veſſels; but the ſea being rough, they could not get to the ſhip before morning, when three hundred and ſixty-five men, with the captain, were taken out alive; the ſick, being ſixteen in number, all periſhed; thirteen were drowned in attempting to ſave themſelves in the long boat, and about eleven more, beſides a lieutenant periſhed. The ſurvivors were taken to Harwich, but the ſhip was ſoon after buried under the ſands; and for his negligence the pilot was ſentenced by a court-martial to ſuffer two years impriſonment.

Theſe loſſes were ſuſtained by the fury of the elements, but a more diſgraceful fate attended the Northumberland, a new ſhip, of ſeventy guns and four hundred and eighty men. She was commanded by captain Watſon, who, whilſt cruiſing in the channel, fell in with three French men of war, viz. the Mars, of ſixty-eight guns and five hundred and eighty men, commanded by M. de Perrier; the

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Conſtant, of ſixty guns and four hundred and eighty men, commanded by M. Conflans; and the Venus, of twenty-ſix guns and two hundred and fifty men, commanded by M. de Dacher. The Northumberland ſuſtained this very unequal combat for three hours, with great firmneſs and ſpirit, till unfortunately captain Watſon was mortally wounded: ſhe then ſtruck her colours by order of the maſter, for which he was afterwards ſentenced by a court-martial to perpetual impriſonment*. The French ſhips loſt one hundred and thirty men in the engagement, and their rigging was ſo ſhattered, that they intended to ſheer off as ſoon as it was dark. They carried the Northumberland into Breſt in great triumph, where captain Watſon ſoon after died. The Seaford, captain Pie, and the Solebay, captain Bury, both new twenty gun ſhips, alſo the Grampus ſloop, captain Bret, were likewiſe taken by part of the Breſt ſquadron, in the courſe of this year.

On the 23d of June was a grand promotion in the navy, when Nicholas Haddock, Eſq; and Sir Chaloner Ogle, were appointed admirals of the blue; James Steuart, Eſq; and Sir Charles Hardy, vice-admirals of the red; Thomas Davers, Eſq; and the honourable George Clinton, Eſq; vice-admirals of of the white; William Rowley, Eſq; and William Martin, Eſq; vice-admirals of the blue; Iſaac Townſhend, Eſq; rear-admiral of the red; Henry Medley, rear-admiral of the white; George Anſon, Eſq; rear-admiral of the blue.—The three laſt in the room of the admirals Vernon, Leſtock, and the earl of Granard.

On the 11th day of September admiral Matthews reſigned his command in the Mediterranean to vice-

* It is worthy of remarking, what a ſtriking contraſt is here exhibited to the conduct of Mr. Richard Leake, when in ſimilar circumſtances. See the particulars, Vol. III. p. 462.

admiral

admiral Rowley off Genoa, and repairing to England by land, arrived in London on the 30th, when he was immediately acquainted by the ſecretary of the admiralty, with the orders his majeſty had ſent to the board for a court-martial to be held, in order to enquire into the conduct of vice-admiral Leſtock *.

During the winter of the year 1744, another revolution in the miniſtry took place. Lord Carteret, who had obtained the title of earl of Granville, had entirely forfeited his popularity; and the duke of Newcaſtle, and his brother Mr. Pelham, being very powerful from their parliamentary intereſt, engaged in a political alliance with the leading men in the oppoſition, againſt the prime miniſter and his meaſures. To this coalition was given the epithet of the Broad Bottom, as if it had been eſtabliſhed on a conſtitutional foundation, comprehending individuals of every claſs, without diſtinction of party. The earl of Granville perceiving it impoſſible for him to withſtand ſuch an oppoſition in parliament, reſigned his employments; and the earl of Harrington ſucceeded him as a ſecretary of ſtate. The earl of Cheſterfield was declared lord-lieutenant of Ireland; the lords Gower and Cobham were re-eſtabliſhed in the offices they had reſigned; and Mr. Lyttelton was appointed a commiſſioner of the treaſury.

A new board of admiralty was likewiſe appointed, conſiſting of the duke of Bedford, lord Sandwich, lord Archibald Hamilton, lord Vere Beauclerk, lord Baltimore, George Anſon, and George Grenville, Eſqrs.

* On the 31ſt day of October the firſt diſtribution of prize money to the officers and crew of the Centurion was made, when the proportion for the common ſailors was 390l. 1s. per man.

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The parliament met on the 28th day of November, when the houſe of commons with great unanimity granted near ſix millions and a half for the ſervice of the year 1745, for the raiſing of which, the produce of the land, the malt, and the ſalt taxes was applied; a ſum was drawn from the ſinking fund, and an additional duty was laid on wines. Theſe neceſſary proviſions being made, the miſcarriage of the Britiſh fleet in the action off Toulon, became the ſubject of parliamentary enquiry. In the month of March a motion was made, "that that houſe would, in a grand committee of the whole houſe, enquire into the cauſe of the miſcarriage of the attack made in the Mediterranean, on the joint fleets of Spain and France by the Britiſh fleet, which was ſuperior in number of ſhips to them both." This motion was unanimouſly agreed to, and Mr. Cornwall, brother to the late commander of the Marlborough, was appointed chairman of the committee.

By this time Leſtock had in his turn accuſed Matthews, and all the captains of his diviſion who had miſbehaved in the day of battle. After examining a great variety of evidence at the bar, Leſtock, who had been permitted to be preſent the whole time, was heard at the bar in his own defence, and after him Matthews was heard in his place as a member of the houſe.

Vice-admiral Leſtock reſted his defence on his having adhered to the eſtabliſhed rules preſcribed to all inferior officers in the day of battle, and in ſhort, did little more than recapitulate the ſubſtance of his anſwers to Matthews' queries, and the rejoinder which he made to that admiral whilſt at Mahon; only he obſerved, that it had been inſinuated againſt him that he held a correſpondence with the enemy, a rumour that was never laid to his charge by admi-

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ral Matthews, however his enemies might have propagated it recently for want of ſufficient matter of accuſation: but this report was ſo ridiculous in itſelf, that he only thought proper to ſay, he was never on ſhore but once while the fleet lay at Hieres, and that was with the leave of admiral Matthews, in order to meet a French officer, who had taken him priſoner in the late war, and had treated him with great civility; at which time admiral Rowley and captain Martin bore him company all the while they converſed together. After remarking on the evidence in vindication of his own conduct, he attributed the whole blame of this unſucceſsful engagement, to the impetuoſity, temerity, and imprudence of admiral Matthews, who he affirmed haſtily fought at ſuch a diſadvantage, as endangered the whole fleet entruſted to his command; and afterwards, by a quite contrary conduct, ſuffered the confederate ſquadrons to eſcape by calling him off the chace the third day after the action.

The houſe came to ſeveral reſolutions, upon which to found a more exact enquiry, namely, that the Britiſh fleet at the time of the engagement, was ſuperior in force to the combined fleet of France and Spain; that the miſcarriage in that action reflected on the honour of his majeſty's arms, and was highly detrimental to the common cauſe, and to the intereſt of the Britiſh nation; that there was reaſon to apprehend, from the evidence laid before the committee, that this miſcarriage was owing to a miſconduct and miſbehaviour in ſome of the commanders and officers of the Britiſh fleet. And accordingly on the 8th of April 1745, the commons, with their ſpeaker, waited on his majeſty with an addreſs, that he would be pleaſed to order a court-martial to examine into this affair fully.

In compliance with which addreſs, his majeſty directed the lords of the admiralty to appoint the proper

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proper officers for holding a court-martial for this purpose, which was opened on the 23d of September, on board his majesty's ship the London at Chatham, and consisted of the following members, Sir Chaloner Ogle president, rear-admiral Mayne, commodore Smith, the captains Parry, Wyndham, Chambers, Renton, Allen, Francklyn, Sir William Hewitt, Coleby, Layton, Hamer, Sir Charles Molloy, Geary, Callis, Rodney, Erskine, Pittman, Elliot, Spragg, Swanton, Stewart, and Orme.

Captain Burrish of the Dorsetshire was first brought to his trial, the charge against him consisted of five articles. (1) For not engaging within point-blank, withdrawing from the battle, and out of his proper station in the line. (2) For not bearing down and engaging in his station, notwithstanding admiral Matthews sent him two several orders so to do; in reply to which orders the captain pleaded, that he had no powder filled, although an engagement had been expected for several preceding days. (3) For firing when he was out of reach of the enemy upon a point-blank, contrary to his instructions and his duty. (4) For not assisting and relieving the Marlborough, (though the next ship to her and capable of giving her assistance) agreeable to his instructions, and two several orders sent to him by lieutenant Bently from admiral Matthews. (5) For not covering and conducting the fire-ship, whereby she blew up, without doing execution; notwithstanding her deceased captain hailed him, and requested assistance from him. On the 9th of October sentence was pronounced, after having heard a great number of witnesses both for the prosecution and the prisoner. It declared, "that by reason of captain Burrish lying inactive for half an hour, when he might have assisted the Marlborough, and that he was not in a line with the admiral when he first

firſt brought to; he is guilty of part of the charge exhibited againſt him, as he did not do his utmoſt to burn, ſink, or deſtroy the enemy; nor give the proper aſſiſtance to the Marlborough, till after the meſſage he received from the admiral; and that he is guilty of the 12th and 13th articles of the fighting inſtructions: and therefore the court adjudged him to be caſhiered, and forever rendered incapable of being an officer in his majeſty's navy.

The court agreed that captain Williams of the Royal Oak failed in his duty, by not being in a line with the admiral, and by continuing to windward of the line, during the greateſt part of the engagement, and not within a diſtance to do proper execution, during the greateſt part of the time he was engaged; but in regard to his long ſervices, and his eyeſight being very defective, and other favourable conſiderations, the court were unanimouſly of opinion that all this greatly weighed in mitigation of the puniſhment otherwiſe due, and therefore only adjudged him as unfit to be employed any more at ſea; but recommend him to the lords of the admiralty to be continued on the half pay according to his ſeniority.

Captain Ambroſſe of the Rupert was declared to have had it in his power to have engaged cloſer than he did; but in regard that both before and ſince the action he had borne the character of a vigilant officer, and that his failure in the action ſeemed to have ariſen from a miſtake in judgment, the court only adjudged him to be caſhiered during his majeſty's pleaſure, and mulcted one year's pay for the uſe of the cheſt at Chatham.

A conſiderable ſpace of time intervened between the trials of the captains and of the two admirals, ſo that thoſe proceedings properly come among the tranſactions of the next year, we ſhall therefore now go back to the opening of the year 1745.

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The death of the unhappy emperor Charles VII. which happened in January 1745, gave an entire change to the face of affairs in the empire. The grand duke of Tuſcany, conſort to her Hungarian majeſty, being inſtantly declared a candidate for the imperial crown, his pretenſions were warmly oppoſed by the French king and his allies. The court of Vienna taking advantage of the late emperor's death, ſent an army to invade Bavaria, in the month of March, under general Bathiani, who routed the French and Palatine troops at Pfiffenhoven, took poſſeſſion of Rain, ſurrounded and diſarmed ſix thouſand Heſſians in the neighbourhood of Ingolſtadt, and drove the Bavarians out of that electorate; while the young elector was obliged to abandon his capital and retire to Augſburg. In this emergency, he conſented to become reconciled to the court of Vienna; and concluded a treaty with the queen, in which ſhe conſented to acknowledge, that his father had poſſeſſed the Imperial dignity, and that his mother was empreſs dowager; and to reſtore his dominions, with all the forces, artillery, ſtores, and ammunition, which ſhe had taken from his father and him: on the other hand, he became guarantee of the pragmatic ſanction, and engaged to give his vote for her huſband, the grand duke of Tuſcany, at the enſuing election of a king of the Romans. In the mean time, he diſmiſſed the auxiliaries that were in his pay; and they were permitted to retire without moleſtation.

By the emperor's death, the cauſe of conteſt which had been between the powers of Europe was removed, nevertheleſs the war was continued.

The French had aſſembled a formidable army of one hundred and twenty thouſand men in the Netherlands; the chief command of which was given to count Saxe. This general was originally a ſoldier of

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of fortune, and natural ſon to Auguſtus king of Poland, by the famous counteſs of Koningſmark. He had been bred from his youth in camps, and had ſhewn the moſt early inſtances of cool intrepidity. He, in the beginning of the war, had offered his ſervice to ſeveral crowns, and, among the reſt, it is ſaid, to that of England; but his offers were rejected. He was poſſeſſed of great military talents; and, by long habit, preſerved an equal compoſure in the midſt of battle, as in a drawing-room at court. On the other ſide, the allied forces, conſiſting of Engliſh, Hanoverians, Dutch, and Auſtrians, did not amount to above ſeventy thouſand. They were commanded by the duke of Cumberland, who was aſſiſted by the advice of count Konigſeg, an Auſtrian general of great experience. The prince of Waldec commanded the Dutch forces. Theſe were incapable of withſtanding ſuch a ſuperior force, and commanded by ſuch a general. The French had beſieged and took Fribourg, before they went into winter quarters; and early this campaign they inveſted the city of Tournay. The allies were reſolved to prevent the loſs of this city by a battle; for which purpoſe they marched towards the enemy, and took poſt in ſight of the French, who were incamped on an eminence; the village of Antoine on the right, a wood on their left, and the town of Fontenoy before them. This advantageous ſituation did not repreſs the ardour of the Engliſh; on the 13th day of April the duke of Cumberland marched to the attack at two o'clock in the morning. The Britiſh infantry preſſed forward, bore down all oppoſition, and, for near an hour, were victorious. Marſhal Saxe was at that time ſick of the ſame diſorder of which he afterwards died. He viſited all the poſts in a litter, and ſaw, notwithſtanding all appearances, that the day was his own. The Eng-

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liſh column, without command, by a mere mechanical courage, had advanced upon the enemies lines, which formed an avenue on each ſide to receive them. The French artillery began to play upon this forlorn body; and, though they continued a long time unſhaken, they were obliged to retreat about three o'clock in the afternoon. This was one of the moſt bloody battles that had been fought this age; the allies left upon the field near twelve thouſand ſlain; and the French bought their victory with near an equal number.

This blow, by which Tourney was taken, gave the French a manifeſt ſuperiority all the reſt of the campaign, which they did not forego during the continuance of the war.

It was in her naval expeditions that Great Britain triumphed during the year 1745. The iſland of Cape Breton had been confirmed to France by the peace of Utrecht. The Engliſh nation was very averſe to permitting the French to people and fortify that poſſeſſion, but the moderation of queen Anne, or perhaps the corruption of her miniſters, prevented that kingdom from being expoſed to this additional mortification, and ſhe was authorized to make what alterations ſhe thought proper at Cape Breton *. The cod-fiſhery carried on in thoſe parts was the ſource of an advantageous commerce, which employed annually above five hundred veſſels belonging to Bayonne, St. Jean de Luz, Havre de Grace, and other towns in France; theſe ſhips alſo brought home at leaſt three thouſand tons of oil, proper for a variety of manufactures: it was a nurſery for ſailors; and this commerce, joined to that of cod-fiſhery, employed ten thouſand ſeamen, and circulated ten millions of livres †, or near half a million ſterling.

* Abbé Raynal. † Voltaire.

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This iſland is ſituated at the entrance of the gulph of St. Lawrence, between the 45th and 47th degrees of north latitude. Newfoundland lies to the eaſt, on the ſame gulph, and is only fifteen or ſixteen leagues diſtant from it; and to the weſt, Acadia, or Nova Scotia, is only ſeparated from the iſland by a ſtrait, not more than three or four leagues over. Cape Breton, thus ſituated between the territories ceded to its enemies, threatened their poſſeſſions, while it protected thoſe of France. The iſland meaſures about thirty-ſix leagues in length, and twenty-two in its greateſt breadth. It is ſurrounded with little ſharp-pointed rocks, ſeparated from each other by the waves, above which ſome of their tops are viſible. All its harbours open to the eaſt, turning towards the ſouth. On the other parts of the coaſt there are but a few anchoring-places for ſmall veſſels, in creeks, or between iſlets. Except in the hilly parts, the ſurface of the country has but little ſolidity, being every where covered with a light moſs, and with water. The dampneſs of the ſoil is exhaled in fogs, without rendering the air unwholeſome. In other reſpects, the climate is very cold, owing either to the prodigious quantity of lakes, which cover above half the iſland, and remain frozen a long time, or to the number of foreſts, that totally intercept the rays of the ſun; the effect of which is beſides decreaſed by perpetual clouds.

Though ſome fiſhermen had long reſorted to Cape Breton every ſummer, not more than twenty or thirty had ever fixed there. The French, who took poſſeſſion of it in Auguſt 1713, were properly the firſt inhabitants. They changed its name into that of Iſle Royale, and fixed upon fort Dauphin for their principal ſettlement. This harbour was two leagues in circumference. The ſhips which came to the very ſhore, were ſheltered from winds. Foreſts affording

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fording oak ſufficient to build and fortify a large city, were near at hand; the ground appeared leſs barren than in other parts, and the fiſhery was more plentiful. This harbour might have been made impregnable at a trifling expence, but the difficulty of approaching it, (a circumſtance that had at firſt made a ſtronger impreſſion than the advantages reſulting from it) occaſioned it to be abandoned after great labour had been beſtowed upon it. They then turned their views to Louiſbourg, the acceſs to which was eaſier, and convenience was thus preferred to ſecurity.

The harbour of Louiſbourg, ſituated on the eaſtern coaſt of the iſland, is at leaſt a league in depth, and above a quarter of a league broad in the narroweſt part. Its bottom is good, the ſoundings are uſually from ſix to ten fathom, and it is eaſy to tack about in it either to ſail in or out even in bad weather. It includes a ſmall gulph, very commodious for refitting ſhips of all ſizes, which may even winter there, with proper precautions. The only inconvenience attending this excellent harbour is, that it is frozen up from November till May, and frequently continues ſo till June. The entrance, which is naturally narrow, is alſo guarded by Goat Iſland; the cannon of which playing upon a level with the ſurface of the water, would ſink ſhips of any ſize, that ſhould attempt to force the paſſage. The batteries, one of thirty-ſix, the other of twelve twenty-four pounders, erected on the two oppoſite ſhores, would ſupport and croſs this formidable fire.

The town is built on a neck of land that runs into the ſea, and is about half a league in circuit; the ſtreets are broad and regular. Almoſt all the houſes are made of wood. Thoſe that are of ſtone, were conſtructed at the expence of the government, and

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are deſtined for the reception of the troops. A number of wharfs have been erected, that project a conſiderable way into the harbour, and are extremely convenient for loading and unloading the ſhips.

The fortification of Louiſbourg was only begun in 1720. This undertaking was executed upon very good plans, and is ſupplied with all the works that can render a place formidable. A ſpace of about a hundred toiſes only, was left without ramparts on the ſide next the ſea, which was thought ſufficiently defended by its ſituation. It was cloſed only with a ſimple dyke. The ſea was ſo ſhallow in this place, that it made a kind of narrow canal, inacceſſible from the number of its reefs to any ſhipping whatever. The fire from the ſide baſtions completely ſecured this ſpot from any attack.

The neceſſity of bringing ſtone from Europe, and other materials proper for theſe great works, ſometimes retarded their progreſs, but never made them be diſcontinued. More than thirty millions * were expended upon them. This was not thought too great a ſum for the ſupport of the fiſheries, for ſecuring the communication between France and Canada, and for obtaining a ſecurity or retreat to ſhips in time of war coming from the ſouthern iſlands. Nature and ſound policy required that the riches of the New World ſhould be protected by the ſtrength of the Old.

The plan for reducing this fortreſs was planned at Boſton in New England, recommended by their general aſſembly, and approved by the Britiſh cabinet. Inſtructions were ſent from the board of admiralty to commodore Warren, who commanded in the Leeward Iſlands, to ſail for the northern parts

* 1,312,500l.

of

of America, and co-operate with the naval forces of New England in this expedition. Meanwhile a lottery had been ſet on foot in America, which furniſhed the means of raiſing a ſmall army of four thouſand volunteers, which was accoutred and provided with tranſports at the ſole expence of the colony. The command of theſe troops was entruſted to Mr. Pepperil, a trader of Piſcataway, whoſe influence was extenſive in that country; notwithſtanding he was a man bred to trade, with a very confined education, and unacquainted with military operations.

In April Mr. Warren arrived at Canſo in Nova Scotia with the Superbe, of ſixty guns, the Lanceſton, Eltham, and Mermaid, of forty guns each; here he found ten American privateers, and every thing in readineſs for ſetting forward on the expedition.

On the 30th day of April they came to an anchor in Gabaron bay, about a league from Louiſbourg. Here the troops were landed, without the loſs of a ſingle man, though captain Marpang was ſent at the head of a detachment of one hundred men to prevent their landing; but the fire from the ſhips ſoon diſperſed them, and drove them into the woods, which prevented them from returning to Louiſbourg.

While the troops were making great advances towards the reduction of the place, the commodore cruiſed off the harbour, and had the good fortune to take the Vigilante, a new French man of war of ſixty-four guns and five hundred and ſixty men, commanded by the marquis de Maiſonfort. She was laden with ſtores, a great number of battering cannon, one thouſand half barrels of gunpowder, &c. the whole cargo valued at ſixty thouſand pounds. The commodore alſo took a large brigantine from France, laden with brandy and ſtores; two French ſhips

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ſhips and a ſnow were alſo taken by the Sunderland and Cheſter, one of which was a French frigate called the Deliverance, and came from the South Seas, richly laden. By theſe fortunate acquiſitions, the French were deprived of all their expected ſuccours, and the town ſoon reduced to the utmoſt neceſſity.

A diſagreement ſubſiſted between the French officers and their ſoldiers, which prevented the governor, M. de Chambon, from taking the moſt active and effectual meaſures for the defence of the place. Had he muſtered his whole force, and fallen upon the New England troops whilſt they were forming their camp and beginning to open their trenches, he would moſt probably have proved ſucceſsful. Beſiegers unacquainted with the principles of the art of war, were very likely to be diſconcerted by regular and vigorous attacks. The firſt checks might have been ſufficient to diſcourage them, and make them relinquiſh the undertaking; but ſuch were the ſuſpicions which the officers entertained of their men, that when they expreſſed an ardour to be led forth to action, they imputed it to a general deſign which the ſoldiers had formed of deſerting, and that it was with ſuch views alone that they were deſirous of ſallying out.

The Abbé Raynal informs us, that this diſagreement took its riſe from the following circumſtance. The French ſoldiers had been employed for a conſiderable time, in repairing and ſtrengthening the fortifications of Louiſbourg; but after they had exerted themſelves with ſingular ſpirit in this buſineſs, their officers, who had received from the French government full payment for the expences charged for theſe improvements, appropriated to themſelves the whole money. The ſoldiers in vain aſſerted their right to a gratuity for their labour,

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they could obtain no redreſs. Hereupon their indignation againſt theſe rapacious extortioners roſe to ſuch a height, that they deſpiſed all authority. They had lived in open rebellion for ſix months when the Engliſh appeared before the place; but no ſooner was an enemy deſcried, than the ſoldiers expreſſed a readineſs to forget the injuries they had received, and to unite with their officers in the common cauſe of all; but their commanders miſtruſting a generoſity of which they themſelves were incapable, could not conceive it poſſible that the ſoldiers were actuated by ſuch exalted ſentiments as to ſacrifice their own reſentment to the good of their country; they therefore kept them in a manner priſoners in the town *.

While the American troops, re-enforced by eight hundred marines, carried on their approaches by land, the ſquadron blocked up the place by ſea ſo effectually as to prevent all kind of ſuccours being thrown in. A French ſhip of ſixty-four guns, with a ſupply of ammunition and other neceſſaries for the garriſon, fell into the hands of the Engliſh; ſoon after which the commodore was joined by the Canterbury and Sunderland, of ſixty guns each, and the Cheſter, of fifty guns, and on the 11th of June arrived the Princeſs Mary, the Hector, and the Lark. Through the whole progreſs of the ſiege, commodore Warren gave the fulleſt proofs of vigilance, courage, and conſummate ſkill. The engineers from the ſhips and the officers who commanded the marines, ſucceſsfully conducted the operations of the ſiege, whilſt the American troops chearfully and bravely acted under their directions. The bombs which were thrown into the town having done great execution, and the governor ſeeing no

* Hiſt. Polit. liv. XVI.

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poſſibility of receiving ſuccours, ſent a flag of truce to the Britiſh camp, and capitulated on the 17th day of June, when the city of Louiſbourg and the iſland of Cape Breton were ſurrendered to his Britannic majeſty. The Engliſh preſcribed their own terms. The garriſon and inhabitants engaged that they would not bear arms againſt Great Britain or her allies during twelve months, and the Engliſh undertook to tranſport them, being about two thouſand people, to France; they were therefore ſoon after embarked in fourteen cartel ſhips, and tranſported to Rochfort, to the great ſurprize of the French, who ſaw an entire new colony left upon their ſtrand by Engliſh ſhips.

The reduction of Louiſbourg proved fatal to the French Eaſt-India Company. That body of merchants had undertaken to farm the fur trade of Canada, ſo that their ſhips often touched at Louiſbourg. Soon after it fell into the hands of the Engliſh; two of thoſe ſhips ſailed into the harbour, ignorant of the fate which had befallen it: nor did the good fortune of the captors ſtop here; a large Weſt-Indiaman, named the Eſperance, which had been chaſed by privateers, having eſcaped them, ſought an aſſylum in the harbour of Louiſbourg, and there met the deſtiny it endeavoured to ſhun *.

The news of the conqueſt of this iſland being tranſmitted to England, Mr. Pepperel was created a knight-baronet, and addreſſes were preſented to his majeſty from different parts of the kingdom, congratulating him on the ſucceſs of his arms.

"The poſſeſſion of Cape Breton," ſays doctor Smollett, "was doubtleſs a valuable acquiſition to Great Britain. It not only diſtreſſed the French in their fiſhery and navigation, but removed all fears

* Voltaire's age of Louis XV.

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of an encroachment and rivalſhip from the Engliſh fiſhers on the banks of Newfoundland. It freed New England from the terrors of a dangerous neighbour; overawed the Indians of that country; and ſecured the poſſeſſion of Acadia to the crown of Great Britain. The plan of this conqueſt was originally laid by Mr. Auchmuty, judge advocate of the court of admiralty in New England. He demonſtrated that the reduction of Cape Breton would put the Engliſh in ſole poſſeſſion of the fiſhery of North America, which would annually return to Great Britain two millions ſterling for the manufactures yearly ſhipped to the plantations; employ many thouſand families that were otherwiſe unſerviceable to the public; increaſe the ſhipping and mariners; extend navigation; cut off all communication between France and Canada by the river St. Laurence; ſo that Quebec would fall of courſe into the hands of the Engliſh, who might expel the French entirely from America, open a correſpondence with the remote Indians, and render themſelves maſters of the profitable fur-trade, which was now engroſſed by the enemy. The natives of New England acquired great reputation by the ſucceſs of this enterprize. Britain, which had in ſome inſtances behaved as a ſtep-mother to her own colonies, was now convinced of their importance; and treated thoſe as brethren whom ſhe had too long conſidered as aliens and rivals. Circumſtanced as the nation is, the legiſlature cannot too tenderly cheriſh the intereſts of the Britiſh plantations in America. They are inhabited by a brave, hardy, induſtrious people, animated with an active ſpirit of commerce; inſpired with a noble zeal for liberty and independence. The trade of Great Britain, clogged with heavy taxes and impoſitions, has for ſome time languiſhed in many valuable branches.

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branches. The French have under-ſold our cloths, and ſpoiled our markets in the Levant; Spain is no longer ſupplied as uſual with the commodities of England; the exports to Germany muſt be conſiderably diminiſhed by the miſunderſtandingbetween Great Britain and the houſe of Auſtria *; conſequently her greateſt reſource muſt be in her communication with her own colonies, which conſume her manufactures, and make immenſe returns in ſugar, rum, tobacco, fiſh, timber, naval-ſtores, iron, furs, drugs, rice, and indico. The ſouthern plantations likewiſe produce ſilk, and with due encouragement might furniſh every thing that could be expected from the moſt fertile ſoil and the happieſt climate. The continent of North America, if properly cultivated, will prove an inexhauſtible fund of wealth and ſtrength to Great Britain, and perhaps it may become the laſt aſſylum of Britiſh liberty, when the nation is enſlaved by domeſtic deſpotiſm, or foreign dominion. When her ſubſtance is waſted, her ſpirit broken, and the laws and conſtitution are no more; then thoſe colonies, ſent off by our fathers, may receive and entertain their ſons as hapleſs exiles and ruined refugees." †

A privateer called the Prince Frederick, about this time, had the good fortune to take two prizes, the value of which ſurpaſſed all the treaſure brought home by commodore Anſon. Captain James Talbot, who commanded this fortunate cruiſer, ſailed from Cowes the ſecond day of June, in company with the Duke and Prince George, of which little ſquadron he was commodore. Five days after they had got to ſea, the Prince George, in chaſing a ſail which appeared in ſight, overſet

* This was written during the late war.

† Hiſtory of England, Vol. XI. p. 209.

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and no more than twenty of thoſe on board could be ſaved, one hundred and fourteen perſons periſhing. Captain Talbot proceeded with his two ſhips to the Weſtern Iſlands, and on the 10th day of July, at ſix in the morning, three ſail were deſcried bearing weſtward. In about an hour they were plainly diſcerned to be French ſhips, and as they ſhewed no diſpoſition to avoid an action, a warm engagement began. The duke bore to windward, and waſted her fire to little purpoſe againſt one of the enemies ſhips. The Prince Frederick more judiciouſly bore down within piſtol-ſhot of one of them, when a warm fire was maintained for three hours. The French captain propoſed to his people to blow up the ſhip rather than ſurrender her; but he being mortally wounded the colours were ſtruck. Whilſt the Prince Frederick was thus engaged with one of the Frenchmen, the third, which was the largeſt, attacked her on her off-bow, and put her between two fires. As ſoon as the firſt had ſtruck, Captain Talbot directed all his force againſt the other, who, notwithſtanding the loſs of her aſſociate, fought it out with great bravery for a conſiderable time longer. It was not until the captain had received a wound that obliged him to quit the deck that her colours were ſtruck. The whole day had been employed in this deſperate ſervice, in all which time the duke had not been able to maſter the ſmalleſt of the three ſhips which fell to her ſhare; and when night approached, the Frenchman crowding ſail to get away, ſhe quitted him to aſſiſt the Prince Frederick, who had then got poſſeſſion of her two prizes. The brave captain Talbot all this time imagined he had been engaging two Martinico-men but when their officers were brought on board the Prince Frederick he was moſt agreeably ſurpriſed to find that they were freighted with

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with treaſure from Callao in Peru, which had been put on board theſe French ſhips to be tranſported to Europe with greater ſafety, as war had not been declared between France and England when thoſe ſhips ſailed. They were called the Marqueſs d'Antin, burden four hundred and fifty tons, and twenty-four guns, captain Magon Serpere, and the El Lewis Heraſma, five hundred tons, twenty-eight guns, captain Pedro Luvigne Luenel, and the one that eſcaped was called Notre Dame de Liberance, of three hundred tons, and eighteen guns, captain Pedro Litan. On board the Prince Frederic five men were killed and twenty-five wounded. In the engagement a youth named Maſterſon, who had ſailed with commodore Anſon round the world, greatly diſtinguiſhed himſelf, and by his conduct contributed much to the ſucceſs of the day. It was with difficulty the French ſhips could be brought into port, having ſuffered ſo much in the action that they were obliged to be towed for three weeks, until they reached the harbour of Kinſale. They had been out four years, and were ſuppoſed to have a million ſterling on board in gold and ſilver, beſides eight hundred tons of cocoa. A Spaniard who had been governor of Peru was on board one of theſe ſhips, beſides many French and Spaniards of great diſtinction. Such was the generoſity of the privateer's people, that they took none of the rings, watches, money, or other valuable effects which the paſſengers had about their perſons; and when they put the common men aſhore, they diſtributed to each man twenty guineas. When the wealth of theſe ſhips was divided, each ſailor of the two privateers had eight hundred and fifty guineas for his ſhare; the two captains had each three thouſand five hundred guineas, and the remainder was divided among the owners of the privateers, after it had been tranſported in triumph

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from Briſtol to London in forty-three waggons. Another circumſtance, well worthy of relating before we diſmiſs this memorable event, is, that many of thoſe who ſhared this prize-money made a voluntary tender of it to his majeſty, to enable him to ſupport the war; this offer was accepted, and the proprietors received intereſt thereon.

Commodore Barnet on the 5th day of May, 1744, had ſailed from Portſmouth with four men of war* for the Eaſt-Indies, in conſequence of an application which had been made by the Eaſt-India directors to the lords of the admiralty. The commodore having doubled the Cape of Good Hope, touched at the iſland of Madagaſcar to take in water. Here the ſquadron ſeparated; commodore Barnet in the Deptford, and lord Northeſk in the Preſton, ſteered their courſe for the ſtraits of Sunda, while captain Penton in the Medway, and captain Moore in the Diamond, took a more northern courſe, deſigning to cruiſe in the ſtraits of Malacca. The general rendezvous was appointed at Batavia. As by one or other of theſe channels all ſhips from China enter the great Indian Ocean; they expected to make themſelves maſters of the French ſhips which were homeward bound from thence, and which were provided with no other convoy than a fifty gun ſhip. On the 25th day of January, 1744-5, three ſail appeared in ſight of commodore Barnet's diviſion, ſoon after his arrival at the deſtined ſpot. The commodore and lord Northeſk had ſo effectually diſguiſed their ſhips by painting and rigging them in the Dutch manner, that the French came within muſket-ſhot, not doubting but that they were Dutchmen, till the commodore and lord Nor-

	Guns.		Guns.
* The Deptford — —	60	The Preſton —	50
— Medway — —	60	— Diamond —	20

theſk

theſk ſtruck the Dutch, and hoiſted Engliſh colours; but the French were ready to fire as ſoon as the commodore. The French ſhips were laden from Canton for Europe, being about ſeven hundred tons, with thirty guns and one hundred and fifty men each, richly laden with tea, china-ware, and ſilk. Commodore Barnet gave the French commodore a broad-ſide, which he and his conſorts returned, and a ſharp engagement enſued. At the beginning of the action lord Northeſk was ordered to board one of the Chinamen; but ſome of the firſt ſhot from the French cut the tiller ropes of both the men of war, as they were ſheering on board, by which accident the opportunity was loſt, and commodore Barnet, fearing ſome of the French would eſcape, ſoon prevented them. The Preſton was not long in getting into her ſtation; and in about three glaſſes, after a gallant reſiſtance, the three Frenchmen ſtruck, when the commodore took poſſeſſion of the prizes, and brought the French captains and ſupercargoes on board the Deptford; where he was informed by the ſupercargoes, that the lading of each ſhip would have been worth above one hundred thouſand pounds ſterling in France *.

The Medway and Diamond had alſo been diſguiſed like Dutchmen, and in their way to the Malacca ſtraits, called at Achem, where they found a French privateer, which had been fitted out, and ſent from Pondicherry to cruize in the China ſeas. They carried her with them through the ſtraits, and in their paſſage took a French ſhip from Manilla, with ſeventy-two cheſts of dollars on board, containing three thouſand each, with two cheſts of gold worth thirty thouſand pounds. Afterwards they

* Commodore Barnet's letter to Mr. Corbet.

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proceeded with their prizes to the ſtraits of Banca, where waiting in expectation of the French ſhips from Canton, they ſaw the Calmar, a Swediſh Indiaman, on board of which was an Engliſh officer with intelligence to the lords of the admiralty of the commodore's ſucceſs; upon which the Medway and Diamond reſolved to go to their rendezvous at Batavia, where the whole ſquadron ſoon after joined.

In the Weſt-Indies commodore Warren having taken ſo large a force for the northern expedition, the iſlands became very much expoſed to the attack of an enemy, Sir Chaloner Ogle having returned to England the beginning of the year, with ſix men of war. Therefore, for the ſecurity of theſe ſettlements, vice-admiral Townſend, who was then in the Mediterranean, was ordered to proceed with a ſquadron of eight ſhips * to the Weſt-Indies. He ſailed from Gibraltar on the 2d day of Auguſt, and arrived before Martinico on the 3d day of October, where he was joined by the Pembroke, of ſixty guns, and the Woolwich, of fifty.

The iſland of Martinico had been long in great want of proviſions and ſtores; but the French had lately ſent commodore Macnamara from Rochfort with ſeven men of war to convoy two hundred ſail of ſhips, laden with merchandiſe and proviſions. Admiral Townſhend, expecting the arrival of this fleet, waited till the thirty-firſt of October, when about ſeven in the morning he diſcovered forty ſail, being the French commodore, with four ſhips of his ſquadron and part of his convoy, coming round the ſouth point of Martinico, and cloſe under

	Guns.		Guns.
* Lenox	70	Argyle	50
Dreadnought	60	Severne	50
Worceſter	60	Gibraltar	20
Kingſton	60	And the Comet bomb ketch.	
Hampſhire	50		

the

the land. Upon this the Britiſh ſquadron ſtood towards them, and formed a line of battle. But the vice-admiral perceiving that the French commodore endeavoured to avoid coming to an engagement, he ordered a general chace, and purſued the French with all poſſible expedition, which ſucceeded ſo well that ſeveral of the French ſhips were driven to leeward, and taken by the Engliſh. In the mean time vice-admiral Townſhend purſued the French men of war, and one of them called the Ruby, of ſixty guns, carrying away her main-top-maſt, the Lenox got near enough to exchange ſome broad-ſides, and ſoon forced her a-ſhore in a ſandy bay, under a fortification on the ſouth ſide of the iſland. The commodore, in the Magnanime, of eighty guns, got, with great difficulty, under the cannon of Fort Royal, and a battery of forty guns on the oppoſite ſhore; but in the hurry and confuſion ran a-ground, where the ſhip received conſiderable damage. Vice-admiral Townſhend ſpent the remainder of this, and the three following days, in cutting out, burning, and deſtroying the merchant ſhips, of which fifteen were taken, three burnt, and ſeveral bulged on the rocks, the firſt day of the purſuit; and upon the whole, above thirty ſail of the French were either taken, ſunk, burnt, or deſtroyed.

After this the Engliſh admiral put into Prince Rupert's bay in the iſland of Dominico, about nine leagues north of Martinico, and from thence ſailed to Antigua, where he continued till the ninth of November; when he returned to Martinico, and ſo cloſely blocked up that iſland, that the inhabitants were reduced to the greateſt diſtreſs for want of proviſions.

A fleet of men of war under the command of admiral Martin, cruiſed in the bay of Biſcay

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to watch the motions of the French fleet in the harbour of Brest. Rear-admiral Medley sailed from Spithead with seven men of war, having the outward bound East-Indiamen, and a great number of merchantmen under his convoy to a certain latitude, he was then to proceed to the Mediterranean to re-enforce admiral Rowley. A violent storm overtook this large fleet on the 26th day of February in Torbay, did considerable damage to many of the merchantmen, and obliged them to put back to refit; the admiral arrived with his men of war at Minorca on the 10th day of April. Soon after the commander in chief proceeded to sea with twenty-four sail of the line, and steering for Carthagena, there blocked up the Spanish fleet, by which great advantages were derived to the allies: for the Spaniards were prevented from transporting troops from Italy, or joining the French fleet. The republic of Genoa having openly declared for the French and Spaniards, and joined their army with a large body of troops; the English admiral detached a part of his fleet, under the command of commodore Cooper, which seized and confiscated all the Genoese ships that came in their way; he also bombarded several of their towns situated on the coast, particularly St. Remo, which was laid in ruins. The commodore then proceeded to Bastia, the capital of Corsica, where a considerable body of male-contents were in arms, under the marquis Rivola. The English fleet cannonaded and bombarded the city and castle with great fury, so that at length the marquis de Mari who commanded in the place, and had a garrison of six hundred men, was obliged to abandon the castle, and retire to Calvi, whether he expected to be followed by the exasperated Corsicans, who before the close of the year obliged the Genoese to surrender the castle of San Florenzo, and the tower of Mortella.

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The English cruisers and privateers in the year 1745, were very successful. Besides the valuable prizes already spoken of, captain Ambrose, of the Rupert, in company with the Guernsey, captain Cornish, in their way from Gibraltar to Lisbon, on the 19th day of January, fell in with a Spanish register ship, called the Maria Fortune, of three hundred and fifty tons, sixteen guns, and sixty-four men and passengers, among whom was the governor of Paraguay. She was bound from Cadiz to Buenos Ayres, and had been only two days at sea, and was under convoy of six French men of war, commanded by M. de Caylus, but when taken was separated from them by the hazines of the weather. Her cargo cost above one hundred thousand pounds at Cadiz *. A French ship of three hundred and twenty tons, twenty-four guns, and one hundred and twenty men, bound from the Havannah to Cadiz, having sixty thousand pieces of eight, some chests of gold dust, and other rich merchandize on board, taken by the Flamborough man of war, which also took a Spanish register ship worth fifty thousand pounds: the Conception a French ship of four hundred tons, twenty guns, and three hundred twenty-six men, bound from Carthagena to the Havanna, on board of which were eight hundred serons of cacao, and in each a bar of gold, sixty-eight chests of silver coin, containing three hundred and ten thousand pieces of eight, wrought plate of an equal value, a complete set of church plate, a large quantity of gold buckles and snuff-boxes, a curious two wheeled chaise of silver, the wheels, axle-tree, and other parts of the same metal, a large quantity of pearls, diamonds, and other precious stones, and above six hundred pounds weight

* London Gazette.

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of gold, the whole valued at two hundred thouſand pounds, taken by the Roſe man of war.

Having now gone over the naval tranſactions of the year 1745, it will be neceſſary to ſpeak of an event that ſhook Great Britain to its centre. The ſtate of the nation at this time was ſuch, as encouraged the court of France to attempt the creating domeſtic commotions by means of the exiled deſcendants of the Stuart line. King George was in Germany, not more than 8000 troops were at that time at home; Scotland was left without defence. Prince Charles-Edward, eldeſt ſon of him whom they ſtiled the pretender, or the Chevalier St. George, encouraged by the advice and aſſurances of cardinal Tencin, reſolved upon the deſperate meaſure of paſſing over into Scotland, there publicly to lay claim to the Britiſh crown. It had been the wiſh of the abdicated monarch James II. to return to England even without attendants; thereby hoping to excite general compaſſion among thoſe whom he could not ſubject by authority. His ſon adopted a ſimilar ſentiment, and would willingly have landed in Scotland with not more than a dozen followers in the year 1708.* Charles-Edward Stuart poſſeſſed the ſame enterpriſing ſpirit. The malecontents in England, had aſſured him of the general diſcontent which prevailed in the kingdom, and that numbers would flock to his ſtandard as ſoon as it ſhould be erected on Britiſh ground. The court of France alſo gave him poſitive aſſurances of effectual ſupport. Notwithſtanding theſe aſſurances, nothing could be more plain than that inſurmountable obſtacles lay in the way of his ambition. The union which had made England and Scotland one kingdom, had now ſubſiſted long enough to prove the eſſential benefits derived to both countries,

* See Vol. III. p. 245.

thereby

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thereby commerce had ſpread her benign influence over each diviſion of the iſland. An extended empire, vaſt fleets, and thriving manufactures, were the conſequences of that accumulated ſtrength obtained by the union. The proſperous ſtate of Scotland at this time, was ſufficient to ſilence ſuch cavilers, as even no proofs were ſtrong enough to ſatisfy. Beſides, near ſixty years had now elapſed ſince the Scotch had changed their hereditary ſovereign for an elective monarch; during that time their deteſtation of the tenets of popery had weakened their attachment to the houſe of Stuart. But the youthful Charles ſaw not the force of theſe alterations in the condition and temper of the kingdoms. His education and purſuits had tended little to qualify him for the arduous enterprize in which he was about to embark. He is ſaid to have imparted his deſign to only ſeven officers, all of whom were natives either of Scotland or Ireland. Among theſe were the marquis of Tullabardine, brother to the duke of Athol, Sir Thomas Sheridan, Macdonald, appointed quarter-maſter to an army which was not then raiſed, and other needy and deſperate adventurers. A merchant at Nantes, of Iriſh extraction, furniſhed him with a veſſel mounting eighteen guns, on board of which he and his adherents enbarked on the 23d day of June, 1745. He had with him arms for about eighteen hundred men, and two thouſand pounds in money. He was joined off Belle-Iſle by a French man of war of ſixty ſix guns, named the Elizabeth, which was deſigned to convoy him round Ireland, and land him in the weſtern part of Scotland. They had not been many days at ſea, when they fell in with an Engliſh man of war of fifty-eight guns, ſhe was called the Lion, and commanded by captain Brett. The frigate made two attempts to rake the Lion, whilſt

whilſt engaged with the Elizabeth, but was ſoon beat off by her ſtern chaſe guns; after which ſhe proceeded to her deſtination without meeting with any farther annoyance.

Mean while, the two men of war continued an obſtinate fight from five o'clock in the afternoon until ten at night, at which time the Lion's rigging was cut to pieces, and all her maſts either ſhot away or greatly damaged, which gave the French ſhip an opportunity to ſheer off, and in leſs than an hour ſhe was out of ſight, but was ſo much damaged as to reach the harbour of Breſt with great difficulty. The Lion had forty-five of her men killed, and one hundred and ſeven wounded, ſeven of whom died ſoon after.

But to return to the adventurous Charles-Edward. He landed on the coaſt of Lochabar, on the 27th day of July, and was, in a little time, joined by ſome chiefs of the Highland clans, and their vaſſals. Theſe chiefs had, almoſt from time immemorial, exerciſed an hereditary juriſdiction over all their tenants. The power of life and death veſted in the lords of the feif or manor, by virtue of the old feudal conſtitution. The ſame kind of tenure, though ſtripped of ſome of its moſt offenſive appendages, had been introduced into England by William the Norman, and had ſubſiſted there, only undergoing many ſalutary innovations, until the reign of Charles II. when it was totally aboliſhed. But the ancient cuſtoms, which ferociouſneſs and barbariſm had introduced into Scotland, had been confirmed to the Scotch lairds at the time of the union. From hence, a chief had the power of commanding all his vaſſals, and immediate death was the conſequence of their diſobedience. By means of theſe chiefs, therefore, the young adventurer ſoon ſaw himſelf at the head of

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fifteen hundred men; and invited others to join him by his manifeſtoes, which were diſperſed throughout all the Highlands.

The regency was no ſooner confirmed of the truth of his arrival, which, at firſt, they could ſcarcely be induced to believe, than Sir John Cope was ordered to oppoſe his progreſs. In the mean time, the ſon of the pretender marched to Perth, where the unneceſſary ceremony was performed of proclaiming the Chevalier de St. George, his father, king of Great Britain. The rebel army, deſcending from the mountains, ſeemed to gather as it went. They advanced towards Edinburgh, which they entered without oppoſition. Here too the pageantry of proclamation was performed, Auguſt 17, and in a manifeſto then publiſhed, it was promiſed to diſſolve the union, and redreſs the grievances of the country. But, though Charles was maſter of the capital, yet the citadel, which goes by the name of the caſtle, a ſtrong fortreſs built upon a rock, and commanded by general Gueſt, braved all his attempts. In the mean time, Sir John Cope, who had purſued them to the Highlands, but declined meeting them in their deſcent, being now reinforced by two regiments of dragoons, reſolved to march towards Edinburgh, and give them battle. The young adventurer, unwilling to give him time to retreat, attacked him near Preſton-pans, about twelve miles from the capital, and in a few minutes, put him and his troops totally to the route. This victory, in which the king loſt about five hundred men, gave the rebels great influence; and, had the pretender taken advantage of the general conſternation, and marched towards England, the conſequence might have been dangerous to the ſafety of the ſtate; but he ſpent the time at Edinburgh, ſeeming to enjoy the uſeleſs parade of royalty,

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pleased at being addressed and treated as the son of a king. By this time, he was joined by the earl of Kilmarnock, the lords Elcho, Balmerino, Ogilvy, Pitsligo, and the eldest son of the lord Lovat. This lord Lovat had, upon a former occasion, been entrusted by the old pretender, and betrayed him by taking possession of the castle of Stirling for king George. He was a nobleman, true to neither party, having again departed from his attachment to the house of Hanover, and, in secret, aided the young chevalier; studious only for his own interest, he exerted all the arts of low cunning, to appear an open enemy to the rebellion, yet to give it secret assistance.

While the young pretender thus trifled away the time at Edinburgh, (for all delays in dangerous enterprizes are even worse than defeats) the ministry of Great Britain took every possible measure to counteract his intentions. Six thousand Dutch troops that had come over to the assistance of the crown, were sent northward, under the command of general Wade. These troops had composed the garrisons of Tournay and Dendermond, and when they capitulated, it was made an article of the convention, that they should not serve against France during eighteen months from that time. Their marching to suppress an insurrection of Scotch Highlanders was no infraction of the treaty. Whilst the impetuosity of these invaders procured them a degree of success much beyond what might have been reasonably expected, France furnished only a very small supply of men and money; these were sent by the way of the German ocean, to the east of Scotland. Lord Drummond, brother to the Duke of Perth, an officer in the French service, arriving at Montrose with some piquets, and three companies of the Scotch regiment, made a declaration, "that he came by order of the king of France, to succour his

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his ally the prince of Wales, regent of Scotland, and to make war againſt the king of England, elector of Hanover." The Hollanders, who by their capitulation could not ſerve againſt the French king, were hereupon obliged to remain neuter, and were therefore ſent back to Holland, and ſix thouſand Heſſians were brought over to ſupply their place. The duke of Cumberland ſoon after arrived from Flanders, and was followed by another detachment of dragoons and infantry; volunteers in different parts of the kingdom employed themſelves in the exerciſe of arms; and every county exerted a generous ſpirit of indignation, both againſt the ambition, the religion, and the allies of the young adventurer.

Notwithſtanding theſe preparations to cruſh him, Charles went forward with vigour, and reſolved to make an eruption into England, which he entered by the weſt. On the ſixth day of November, Carliſle was inveſted, and, in leſs than three days, it ſurrendered. Here he found a conſiderable quan of arms, and was declared regent of Great Britain. General Wade being apprized of his progreſs, advanced acroſs the country from the oppoſite ſhore; but, receiving intelligence that the enemy were two days march before him, he retired to his former ſtation. The young pretender now reſolved to proceed, having received aſſurances from France, that a conſiderable body of troops would be landed on the ſouthern coaſt of Britain, to make a diverſion in his favour; and, flattered with the hopes of being joined by a large body of Engliſh malecontents, as ſoon as he ſhould make his appearance among them. Leaving therefore a ſmall garriſon in Carliſle, which he ſhould rather have left defenceleſs, he advanced to Penrith, marching on foot in an Highland garb, and continued his ir-

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ruption till he came to Manchester, where he established his head-quarters. He was here joined by about two hundred Englishmen, who were formed into a regiment, under the command of colonel Townley. From thence he prosecuted his route to Derby, intending to go by the way of Chester into Wales, where he hoped for a great number of adherents. He was, by this time, advanced within an hundred and twenty-six miles of the capital, which was filled with terror and confusion. The king resolved to take the field in person. The volunteers of the city were incorporated into a regiment. The practitioners of the law agreed to take the field, with the judges at their head. Even the managers of the theatres offered to raise a body of their dependants for the service of their country. Yet these combinations only served as instances of the national terror; for the trading part of the city, and those concerned in the money corporations were overwhelmed with dejection. They could hope for little safety in the courage or discipline of a militia, especially as they, every hour, dreaded an invasion from France, and an insurrection of the Roman catholics, and other friends to the expelled family.

Admiral Vernon on the first notice being received of the descent in Scotland, was appointed to command a squadron which was to cruise in the Channel, and intercept the succours which might be forwarded to the malecontents from France. Indeed, a design was formed at that court of making a very import diversion in favour of their new ally. Some Irish officers in the French service, were of opinion, that a descent might be made in England towards Plymouth, and the method they proposed was to transport eight or ten thousand men, with cannon and other necessaries, in merchant-ships and privateers,

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teers, unattended with any ships of the line; and this they asserted might be done without their being intercepted by the English, and the troops landed in the night. When they should have brought their desperate project thus far to bear, they asserted that the male-contents in England would throw off the mask, and join the French army as soon as it was disembarked, when they might march to London, and unite their force with that of the young prince in his newly acquired capital.

This wild chimera met with some powerful abettors, who solicited the duke de Richlieu to head the enterprize, who, by the great reputation he had acquired in Europe, was better qualified than any other general, for conducting with proper spirit this bold and intricate business. Colonel Lally, a man continually under the influence of wild and romantic conceits, whom we shall hereafter have occasion to speak of more fully, was the soul of this enterprize, but after much pains had been taken, and vast preparations made, it was discovered that it was impossible to transport such a body of troops into England, whilst the English remained masters of the channel.

Meanwhile Charles found his supplies of provisions become scanty, and began to apprehend that his nearer approach to the capital was too dangerous an attempt with his inconsiderable force. He therefore determined to retire into Scotland. It then appeared that a desperate contempt of danger was not the only quality necessary to subvert a kingdom. Prudence, acute discernment, inate dignity, and the art of moulding others to his wishes, made no part of the character of this adventurous youth. In fact, he was but nominally the leader of his forces. His generals, the chiefs of highland clans, being bred from their infancy in ignorance, and accus-

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accuſtomed to deſpotic rule, adopted contrary opinions, and began to contend with each other for the preeminence; ſo that after violent diſputes, they reſolved to march back. They effected their retreat to Carliſle without any loſs; and from thence croſſed the rivers Eden and Solway into Scotland. In this irruption, however, they preſerved the ſtricteſt regularity; they deſiſted, in a great meaſure, from rapine; levied very moderate contributions; and, in the uſual form, left a garriſon in Carliſle in their retreat; which, a ſhort time after, to the number of four hundred, ſurrendered, to the duke of Cumberland, priſoners at diſcretion. The pretender, being returned to Scotland, proceeded to Glaſgow; from which city he exacted a heavy fine. Advancing to Stirling, he was joined by lord Lewis Gordon, at the head of ſome forces which had been aſſembled in his abſence. Other clans, to the number of two thouſand, came in likewiſe; Spain ſent him ſome ſupplies of money; and, in one or two ſkirmiſhes with the royaliſts, his generals came off with victory; ſo that his affairs once more ſeemed to brighten. He inveſted the caſtle of Stirling, commanded by general Blakeney; but his forces being unuſed to regular ſieges, conſumed much time to no purpoſe. General Hawley, who commanded a conſiderable body of forces near Edinburgh, undertook to raiſe the ſiege. He advanced towards the rebel army, and rendezvouſed his whole force at Falkirk, while the rebels lay encamped at no great diſtance. After two days, mutually examining each other's ſtrength, the rebels, on the 17th day of January, came on in full ſpirits to attack the king's army. The pretender, who ſtood in the front line, gave the ſignal to fire; and the firſt volley ſerved to put Hawley's forces into confuſion. The horſe retreated with precipitation, and fell in upon their own

own infantry; the rebels followed their blow; and the greateſt part of the royal army fled with the utmoſt precipitation to Edinburgh, leaving the field of battle, with part of their tents and artillery, to the victors.

This however was the end of all their triumphs. A new ſcene of conduct was now going to open; for the duke of Cumberland, at that time the favourite of the Engliſh army, had put himſelf at the head of the troops at Edinburgh, which conſiſted of about fourteen thouſand men. He reſolved therefore to come to a battle as ſoon as poſſible; and marched forward, while the young adventurer retired at his approach. The duke advanced to Aberdeen, where he was joined by the duke of Gordon, and ſome other lords, attached to his family and cauſe. After having refreſhed his troops there for ſome time, he renewed his march; and, in twelve days, came upon the banks of the deep and rapid river Spey. This was a place where the rebels might have diſputed his paſſage; but they ſeemed now totally void of all counſel and ſubordination, without conduct, and without expectation. The duke ſtill proceeded in his purſuit; and, at length, had advice that the enemy had advanced from Inverneſs to the plain of Culloden, which was about nine miles diſtant, and there intended to give him battle. On this plain the highlanders were drawn up in order of battle *, to the number of eight thouſand men, in thirteen diviſions, ſupplied with ſome pieces of artillery. The battle began about one o'clock in the afternoon; the cannon of the king's army did dreadful execution among the enemy, while theirs, being but ill ſerved, was ineffectual. After they had ſtood the Engliſh fire for

* April 15, 1746.

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ſome time, they, at length, became impatient for cloſer engagement; and about five hundred of them attacked the Engliſh left wing, with their accuſtomed fierceneſs. The firſt line being diſordered by this onſet, two battalions advanced to ſupport it, and galled the enemy by a terrible and cloſe diſcharge. At the ſame time the dragoons under Hawley, and the Argyleſhire militia, pulling down a park wall that guarded the enemy's flank, and which the rebels had left but feebly defended, fell in among them, ſword in hand, with great ſlaughter. In leſs than thirty minutes they were totally routed, and the field covered with their wounded and ſlain, to the number of above three thouſand men.

Thus ſunk all the hopes and ambition of this young adventurer; one ſhort hour deprived him of imaginary thrones and ſcepters, and reduced him from a nominal king to a diſtreſſed forlorn outcaſt, ſhunned by all mankind, except ſuch as ſought to take his life. A dreadful ſcene of ſlaughter enſued, over which humanity would wiſh to caſt a veil. A reward of thirty thouſand pounds had been offered for the head of Charles-Edward, as ſoon as he had arrived in Scotland; and the unhappy fugitive now wandered from mountain to mountain, a wretched ſpectator of all thoſe horrors, produced by his ill-guided ambition. He now underwent a ſimilarity of adventures with Charles II. after the defeat at Worceſter. He ſometimes found refuge in caves and cottages, without attendants, and expoſed to the mercy of peaſants, who could pity but not ſupport him. Sometimes he lay in foreſts, with one or two companions of his diſtreſs, continually purſued by the troops of the conqueror. Sheridan, an Iriſh adventurer, was he who kept moſt faithfully by him, and inſpired him with courage to ſupport ſuch incredible hardſhips. He was obliged to truſt

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truſt his life to the fidelity of above fifty individuals. At length a privateer of St. Malo, hired by his adherents, arrived in Lochnanach, on which he embarked, and arrived at France in ſafety.

While the prince thus led a wandering and ſolitary life, the ſcaffolds and the gibbets were bathed with the blood of his adherents, ſeventeen officers of the rebel army were executed at Kennington-Common, in the neighbourhood of London, whoſe conſtancy in death gained more proſelytes to their cauſe than perhaps their victories could have done. Nine were executed in the ſame manner at Carliſle; ſix at Brumpton; ſeven at Penrith; and eleven at York. A few obtained pardon; and a conſiderable number were tranſported to the plantations. The earls of Kilmarnock and Cromartie, with the lord Balmerino, were tried by their peers, and found guilty. Cromartie was pardoned; the other two were beheaded on Tower-Hill. Kilmarnock, either from conviction, or from the hope of a pardon, owned his crime, and declared his repentance of it. On the other hand, Balmerino, who had, from his youth up, been bred to arms, died in a more daring manner. Lord Lovat, and Mr. Radcliff, the titular earl of Derwentwater, ſuffered the ſame fate with equal reſolution. Thus ended a rebellion, dictated by youth and preſumption, and conducted without ſkill or ability. The family of Steuart found fortune become more averſe at every new ſolicitation of her favours.

For the ſake of relating theſe important events, in one connected ſeries, we have been obliged to depart from the order of time, and muſt therefore now go back to the proceedings of parliament, which met on the 17th day of October, 1745, and for a conſiderable time were entirely taken up in quieting the inteſtine commotions of the kingdom, of which

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it would be foreign to the deſign of this work to ſpeak. In the latter end of January new convulſions aroſe in the miniſtry. The earl of Granville had made an effort to retrieve his influence in the cabinet, and his ſovereign favoured his pretenſions. The duke of Newcaſtle and Mr. Pelham, who knew his aſpiring ſpirit, and dreaded his ſuperior talents, refuſed to admit ſuch a colleague into the adminiſtration: they even reſolved to ſtrengthen their party, by introducing freſh auxiliaries into the offices of ſtate. Some of theſe were perſonally diſagreeable to his majeſty, who accordingly rejected the ſuit by which they were recommended. The two brothers with all their adherents, immediately reſigned their employments. The earl of Granville was appointed ſecretary of ſtate, and reſumed the reins of adminiſtration; but finding himſelf unequal to the accumulated oppoſition that preponderated againſt him, foreſeeing he ſhould not be able to ſecure the ſupplies in parliament, and dreading the conſequences of that confuſion, which his reſtoration had already produced, he, in three days, voluntarily quitted the helm; and his majeſty acquieſced in the meaſures propoſed by the oppoſite party. The ſeals were re-delivered to the duke of Newcaſtle and the earl of Harrington: Mr. Pelham and all the reſt who had reſigned, were re-inſtated in their reſpective employments; and offices were conferred on ſeveral individuals, who had never before been in the ſervice of government. Among theſe Mr Pitt was appointed paymaſter of the forces. This gentleman had been originally deſigned for the army, and, for ſome time, bore a commiſſion as cornet of horſe; but fate reſerved him for a more important ſtation. In point of fortune he was barely qualified to be elected member of parliament, when he obtained a ſeat in the houſe of commons, where he ſoon outſhone all his compatriots.

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The ducheſs of Marlborough, who died about this time, bequeathed him ten thouſand pounds, profeſſedly for the ſervices he had rendered his country as a ſenator, during the ten years he had ſat in the houſe. In the diſcuſſion of every national queſtion that was agitated, he diſplayed a ſurpriſing extent of political knowledge, and irreſiſtable energy of argument. His harangues abounded with majeſtic and forcible images. He was a perfect maſter of the paſſions of his audience, who were led captive by the faſcinating power of his manly eloquence. All the thunder of Demoſthenes burſt forth from this conſummate orator; and England, which had before given birth to many great and aſtoniſhing geniuſes, in ſciences, and in arts, now ſaw one with a capacity equally penetrating and dignified, appear to ſupport its ſinking ſtate. But the ſurprizing endowments both natural and acquired, which centred in Mr. Pitt, formed but a part of his character; his incorruptible integrity threw a luſtre over his talents, and cauſed them to be exerted ſtrenuouſly and uniformly in the intereſt of his country. His ambition was that of a great mind, freed from the droſs of avarice, and ſuperior to the blandiſhments of pleaſure. With theſe qualities he had become great, although far removed from the ſunſhine of a court; and poſſeſſing theſe he was ever ſuperior to the mean arts, which are generally called in aid to obtain and preſerve the ſtation of diſtinction.

Theſe arrangements in the miniſtry being adjuſted, the houſe of commons voted forty thouſand ſeamen for the ſervice of the year 1746, at four pounds per man per month; for which the ſum of two millions and eighty thouſand pounds was granted. The whole amount of the ſupplies this year was ſeven million ſixty-three thouſand two hundred and fifty-one pounds eighteen ſhillings and ten-pence three farthings,

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farthings, which was raiſed by a tax of four ſhillings in the pound upon land, together with the duties on malt, mum, cyder, and perry; three millions were raiſed by annuities and a lottery, which were charged on the additional duties on glaſs and ſpirituous liquors; a million was taken from the ſinking fund; and five hundred thouſand pounds was raiſed by loans on exchequer bills, and chargeable upon the firſt aids next ſeſſion of parliament.

The court-martial which ſtill continued to ſit, but was now removed from Chatham to Deptford, in the month of May proceeded to enquire into the conduct of vice-admiral Leſtock. Sir Chaloner Ogle had withdrawn, and Perry Mayne, Eſq; rear-admiral of the blue, was choſen preſident; the honourable John Byng, rear-admiral of the blue, and the fourteen following captains compoſed the court; viz. honourable Edward Legge, James Renton, Charles Colby, Joſeph Hamar, Smith Callis, John Pittman, Thomas Hanway, John Orme, Thomas Frankland, honourable John Hamilton, Sir Charles Molloy, Robert Erſkine, Charles Catford, Edward Spragge.

Twenty-ſeven witneſſes were examined in juſtification of the admiral's conduct, in receiving whoſe evidence the court was employed from the 6th day of May to the 28th of the ſame month; a greater number ſtill remained behind, which the court did not think neceſſary to hear. On the 3d day of June the deputy judge-advocate read the ſentence of the court; by which it appeared the court were of opinion that the information the charge was founded upon was not true; and that the evidence in ſupport of the charge was not ſufficient to make it good; and that many witneſſes in ſupport of the charge, as likewiſe thoſe in the admiral's defence, had refuted the whole; therefore the court unanimouſly

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mouſly acquitted him of the whole, and every part of the charge.

Whilſt the court was ſitting, a very ſingular circumſtance aroſe, which has occaſioned all future court-martials to be held on board a man of war. On the 15th day of May, the preſident of the court was arreſted by virtue of a writ of capias, iſſued out of the court of common pleas, in conſequence of a verdict, which had been obtained by lieutenant George Fry, againſt Sir Chaloner Ogle, Perry Mayne, and others, for one thouſand pound each for falſe impriſonment, and ill-treatment of the ſaid Fry in the Weſt-Indies. This attack upon their preſident was highly reſented by every member of the court. They forwarded a remonſtrance to the lords of the admiralty, and entered into reſolutions, in which their reſentment againſt the Lord Chief Juſtice, the promoter of this indignity, was expreſſed in terms of violent aſperity. The judge little reliſhing ſuch an attack, cauſed each individual member to be taken into cuſtody, and was proceeding to demonſtrate the ſuperiority of the civil power over the military, when the following ſubmiſſion, ſigned by each of the body, put an end to the proceſs.

"As nothing is more becoming a gentleman than to acknowledge himſelf to be in the wrong, as ſoon as he is ſenſible that he is ſo, and to be ready to make ſatisfaction to any perſon he has injured; we therefore whoſe names are under written, being thoroughly convinced that we were entirely miſtaken in the opinion we had conceived of Lord Chief Juſtice Willes, think ourſelves obliged in honour, as well as juſtice, to make him ſatisfaction, as far as it is in our power. And as the injury we did him was of a public nature, we do in this public manner declare, that we are now ſatisfied the reflections

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flections cast upon him in our resolutions of the 16th and 21st of May last, were unjust, unwarrantable, and without any foundation whatsoever, and we do ask pardon of his lordship, and the court of common-pleas, for the indignity offered both to him and the court."

On the 22d day of October, the court-martial met at Deptford, when the president pronounced sentence against admiral Matthews, by which he was rendered incapable of serving in his majesty's royal navy for the future. He desired a copy of the court's minutes, but was referred to the lords of the admiralty. The decisions on the two admirals were far from being relished by the nation, who saw the conduct of the two commanders with different eyes from those of their judges.

The reduction of Cape-Breton had encouraged the ministry to project this year the conquest of Quebec. Commissions were sent to the governors of the British colonies in North-America, impowering them to raise companies to join the armament from England; and eight thousand troops were actually raised in consequence of these directions; while a powerful squadron and transports, having six regiments on board, were prepared at Portsmouth for this expedition. But their departure was postponed by unaccountable delays *, until the season was judged too far advanced to risque the great ships on the boisterous coast of North-America †. However, that the armament might not be wholly useless to the nation, it was employed in making a descent on the coast of Brittany, on the supposition that Port L'Orient, the repository of all the stores and ships belonging to the French

* Smollet's History of England, Vol. XI. p. 260. † See an account of an expedition against Canada, undertaken in 1711, in our third Volume, p. 316.

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East-India company, might be surprized; or, that this invasion would alarm the enemy, and by making a diversion, facilitate the operations of count Brown, the Austrian general in Provence; as well as draw a considerable detachment from marshal Saxe's army in Flanders, which was superior to that of the allies.

The naval force intended for this service, consisted of sixteen great ships, and eight frigates, besides bombketches and store-ships, commanded by Richard Lestock, appointed admiral of the blue division. Six battalions of land troops, with a detachment of matrosses, and bombardiers, were embarked in thirty transports, under the conduct of lieutenant-general Sinclair *. The whole fleet sailed from Plymouth on the 14th day of September, 1746: after a prosperous voyage, they found themselves at eight in the evening, on the 18th of the same month, within four leagues of Port Louis †, where they met with commodore Cotes, who had sounded the coast, and fixed on a proper place for landing, about ten miles from L'Orient. The admiral being unacquainted with the coast, did not think it advisable to approach it in the night. The next day general Sinclair went on board the admiral ‡, to concert with him the proper measures for the disembarkation: when it was agreed, that the two sloops, the bomb-tender and cutter should go in next morning as near shore as possible, to cover the

* With whom went, as his secretary, Mr. David Hume, afterwards much celebrated for his writings. † Port Lewis is a maritime town, and considerable port of the ocean, situated upon the southern coast of the province of Britanny, in 47 deg. 43 min. of northern latitude, and in 14 deg. 16 min. of eastern longitude, at the mouth of the river Blavet, which name it formerly had. Port L'Orient, famous for the French East-India company's trade, is upon the same river near this place. Port Louis was ceded to the French by the treaty of Vervin in 1598, and Louis XIII. rebuilt it with a well fortified citadel, and gave it the name it bears. ‡ From a MSS. Journal.

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landing. Early in the morning on the 20th, a large body of militia and ſome cavalry appearing on the ſhore, the admiral thought proper to add three forty gun ſhips to what he had already ordered to cover the landing, which was performed in a bay about the diſtance of ten miles from Port L'Orient. The militia, reinforced by ſome detachments from different regiments, were aſſembled to the number of two thouſand, and ſeemed reſolved to oppoſe the diſembarkation. However, their intentions were fruſtrated by a fineſſe, that did no ſmall credit to the general.

There were three places convenient for the debarking of land forces. The fartheſt from L'Orient was a ſandy bay, bounded on one ſide by the river of Quimperlay; on the other, by a riſing ground, which ſeparated it from a ſecond little bay. This ſecond was divided from the third landing place, by an arm of the ſea, which runs above a mile up the country, and by an eminence on which wery planted two cannon. This arm of the ſea was only fordable at low water. The two laſt mentioned landing places were lined with militia and gardes de côte: the fartheſt from L'Orient was unoccupied. The wind blew along the coaſt towards L'Orient: all the boats, in which were between five hundred or ſix hundred men (for they contained no more) were ordered to rendezvous at one of the Folſtone cutters, which was anchored the moſt to windward, oppoſite the bay, adjoining to the river of Quimperlay. The wind blew freſh, and it required a conſiderable time for ſome of the boats to reach the place of rendezvous; as their being filled with men, prevented the ſeamen from ſetting any ſail. Whilſt the rowers were pulling with difficulty againſt the wind, the enemy perceived it was the intention to land in the unoccupied bay, the moſt diſtant from the town.

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They therefore determined to change their diſpoſition. The body that was poſted in the ſecond bay, marched round the riſing ground above-mentioned, and drew up on the bay, next to the river of Quimperlay, oppoſite to the rendezvous of the boats, where they were ſo well covered by a bank of ſand, that the cannon of the frigates could not annoy them. The corps which was drawn up on the third landing-place, marched off, with an intent, as it was high water, to go round the arm of the ſea, above-mentioned, and to take poſſeſſion of the middle landing-place, which the other body had quitted. But as a march of that length required ſome time, the general reſolved to ſeize the opportunity, and to land at the middle place, before the body on their march could poſſibly reach it. To prevent any annoyance from the body which was drawn up in the firſt-mentioned bay, he ordered the boats to row directly towards that bay, till they ſhould come almoſt within muſket-ſhot of the enemy, then to turn ſhort and row before the wind with the utmoſt expedition, to the ſecond bay or landing-place; and there to form the troops inſtantly. Leſt the battery of two cannon planted on the eminence, upon the oppoſite ſide of the arm of the ſea, ſhould play upon the boats crowded with troops, and at ſo ſmall a diſtance; he deſired that two armed veſſels might be ordered to ſlip their cables, to fire upon the ſmall battery, if poſſible, to drive the gunners from their guns. Previous to the ſetting out of the boats, theſe ſeveral orders were executed, and the batteries were abandoned. The corps of the enemy waited for the troops where they were poſted, till the boats made the turn to row along the ſhore, and then ran in the utmoſt confuſion and diſorder towards the ſecond bay, where they perceived it was their deſign to land.

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But the forces were landed and formed without the loſs of a man, before a ſingle perſon of their broken corps could reach the bay to oppoſe them *. The general purſued the militia about two miles. On the 21ſt, the day after the debarkation, the army marched in two columns to L'Orient; general Sinclair, led one by the way of Plemure; general Offarrel with the other, by the great road to Quimperlay; the latter did not come up till ſeven at night, having been attacked on his march by a body compoſed of militia, and regular forces, which threw the troops under his command into diſorder †. Some of the men were wounded, and lieutenant-colonel Henry Erſkine, quarter-maſter-general, dangerouſly. General Sinclair, about five in the evening, proceeded to a windmill within cannon-ſhot of the town.

The engineers were immediately ſent to reconnoitre the place; who reported on their return, that the town was defended only by a thin wall, with loop holes in it, without a foſſé; and from a place they had pitched upon for a battery, they could either make a breach, or lay the town in aſhes in twenty-four hours. The following day the general, accompanied by Mr. Armſtrong the director general, and captain Watſon the engineer, went to reconnoitre the place; and in conſequence of the aſſurance given him the night before, and now repeated, he ſent a letter by an officer to ſummon the town to ſurrender.

He was viſited by a deputation from the town ‡, which offered to admit the Britiſh forces on certain condi-

* From a MSS. Journal. † The diſorder was ſo great, it occaſioned afterwards an inquiry into the behaviour of the troops, which laſted three days. ‡ Three deputies, one from the governor, one from the town, and one from the Eaſt-India Company, were brought to the general, who received them at the head of the army. As they repreſented, that each was ſent to treat of particular conditions with regard to their own corps, the general made anſwer, that

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conditions. However the terms being rejected, the inhabitants prepared for a vigorous defence; and the Engliſh general reſolved to beſiege the place in form; though he had neither time, artillery, nor forces ſufficient for ſuch an enterprize. His cannon amounted to no more than a few field pieces, and he was obliged to wait for two iron guns, which the ſailors dragged up from the ſhipping. Could an aſſault have been given the firſt night after his arrival, when the town was filled with terror and confuſion, and deſtitute of regular troops, in all probability it would have been eaſily taken by ſcalade. But the reduction of it was rendered impracticable by delay*. The ramparts were mounted with cannon from the ſhips in the harbour; new works were raiſed with great induſtry; the garriſon was reinforced by ſeveral bodies of regular troops, and great numbers were aſſembling from all parts; ſo that the Britiſh forces were in danger of being ſurrounded in an enemy's country.

The engineers being aſked at a council of war held on board the Admiral, if they thought it practicable, either to burn the town or make a breach in the wall, what artillery, &c. would be wanted, and what time required. Their anſwer was, that with two twelve pounders, and a ten inch mortar, they engaged to make a proper breach, or

he could have no tranſactions with any but the officer commanding in the place for his moſt Chriſtian majeſty: and would only receive the paper preſented by the military deputy; which contained theſe conditions†. That all the troops, regular, garde côtes, and town militia, ſhould have free liberty to go where-ever they pleaſed, with paſs-ports for their ſecurity for four days, in caſe of meeting with any of the Britiſh troops; that they ſhould go out of L'Orient with their arms, horſes, baggage, drums beating, colours flying, match lighted, and all the honours of war, and waggons if they wanted them; that the garde côtes and town militia, might retire with the ſame ſafety, to their villages and pariſhes, or where-ever they had a mind in the country.

* Smollett's Hiſtory of England, Vol. XI.

† MSS. Journal.

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lay the town in aſhes in twenty-four hours time. By the 25th in the morning the battery was compleated, and the mortar and two twelve pounders placed on it by the ſailors. This morning alſo a few carcaſſes and bombs were thrown into the town, but no cannon were fired, the commander of the artillery having forgot to order the grate for heating the ball to be brought up: the engineers alſo now deſpaired of being able to make a breach, at the diſtance they had placed the battery.

The officers of the artillery inſiſted they could heat the balls without a furnace; but the general oppoſed their beginning to fire, having then diſcovered, that through the neglect of the officers to whoſe care it belonged, there was not a quantity of ammunition ſufficient to keep a continued fire. In the forenoon however two other twelve pounders and the furnace were brought to camp by the ſailors and a body of marines; one third of the ſeamen of the whole fleet, beſides the marines and boats crews, were employed in theſe ſervices. However, in the evening there was ſuch a report made of the ſituation of affairs as determined the general immediately to call a council of war, which was held in the camp before L'Orient; conſiſting of lieutenant general Sinclair, brigadiers Offarrell, Graham, Richbell; and the engineers Thomas Armſtrong the chief, and commander of the artillery, Juſtly Watſon, John Armſtrong, and John Chalmers commander of the artillery. Mr. Thomas Armſtrong repreſented to the council, that ſtores and ammunition came in ſo ſlowly, he did not ſee any probability of their being ſupplied with ammunition ſo expeditiouſly as was neceſſary for making a proper uſe of the battery erected the night before, and opened that morning; and being apprehenſive, that the ſervice intended cannot be accompliſhed, ſo ſoon as was

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at firſt expected, there being but thirty-four rounds for each of the four pieces of cannon, and none of the ſhells or carcaſſes for the ten inch mortar left, and conſidering the number of batteries opened already upon them, and daily likely to be opened, he thought it his duty to repreſent this to general Sinclair, as he now does to the council of war.

John Armſtrong being extremely afflicted with the gout, was not in a condition to undergo the fatigue of reconnoitring, at the time the director-general and engineer Watſon did; and for that reaſon, his opinion was not taken in the council of war held on board the admiral; but being aſked his opinion at this, he ſaid, there being no horſes proper to draw their artillery from the landing-place, and the roads ſo broken and ſpoiled by the rains, that the getting the heavy guns in time was ſcarcely poſſible; without mentioning the advantage the enemy had of drawing continual ſupplies from the neighbouring garriſon of Port-Louis, ſo as to be able to mount ſix guns for their one. He was of opinion that nothing of conſequence could at this ſeaſon, and in their circumſtances, be done againſt the town of L'Orient.

The council of war was adjourned to the next morning, when captain Juſtly Watſon's ſentiments being aſked, he replied, his former opinion was, that with a ten inch mortar and two twelve pounders he ſhould have been able to have laid the town in aſhes in a ſhort time; and being aſked, what that time was, anſwered, twenty-four hours. His preſent opinion being demanded, he ſaid, if the battery could be properly ſerved with ammunition for the above time of twenty-four hours, he thought the enterprize was ſtill practicable.

The director general being aſked, what his opinion was, in the council of war on board the admiral,

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ral, acknowledged, he then ſaid, that with two twelve pounders and a ten inch mortar, and ſome royals, the town could have been deſtroyed in twenty-four hours. Being aſked by the council what his preſent opinion was, he ſaid, that from the difficulties and delays of bringing up ammunition, the alteration of the weather, and other circumſtances in favour of the enemy, and to their prejudice, he was of opinion, that no great advantage would ariſe from continuing to puſh on much longer their enterprize. General Sinclair then aſked him, whether at any time he had been refuſed whatever number of armed men, or men unarmed to work, he had demanded; or whether he had ever applied to the general for bringing up the royals; to all which he anſwered in the negative. Being farther aſked, if he ever mentioned the royals in any of the liſts he ſent to the commiſſary of the train, at the park of artillery, on the ſea-ſide, he ſaid he never did, as there were other things more immediately wanted.

Captain Chalmers of the artillery being at this time obliged to attend at the battery, his opinion was not taken at the council of war.

Wherefore the next who ſpoke was brigadier Richbell, who thought it adviſeable not to continue the ſiege of L'Orient, for the following reaſons. It appeared to him from the opinion of the engineers, that they had from the firſt made a wrong calculation. That by the great fatigues the troops had ſuffered from the badneſs of the weather, and the great ſickneſs among them, which daily increaſed, and the uncertainty of being ſupplied with proper proviſions, he was apprehenſive, ſhould the ſiege be carried on, it might be attended with fatal conſequences to the troops.

The brigadiers Graham and Offarrel ſpoke to much the ſame purpoſe, and agreed to the reimbarking

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ing the troops; the latter adding, as the principal motive to encourage the undertaking of this enterprize, was founded on the ſhort time in which the engineers propoſed to have carried it into execution, in which he found they were diſappointed; and as their communication with the fleet might be interrupted, he thought it reaſonable, after having expended all the ammunition for the heavy artillery, to deſiſt from the enterprize*.

General Sinclair then cloſed the council of war, by ſaying, that in conſequence of his majeſty's orders to admiral Leſtock, and him, to make a deſcent on the weſtern coaſt of France, he agreed with the admiral to view the ſtrength of the town of L'Orient, provided he would land the troops betwixt Quimperlay river and port Louis; which he having performed, he advanced to the place with the utmoſt expedition; and upon the aſſurances given in the ſtrongeſt terms, by the engineers to the council of war held on board the Princeſſa, after they had reconnoitred the place, he agreed to make the attempt: ſince which time it was well known to the whole army, how aſſiduous he had been in carrying on a ſcheme, he had entered into ſolely on the great dependence he had on the engineers in their own ſcience, and not from any ſkill of his own. But now finding it was the unanimous opinion of the general officers and engineers here preſent, that the undertaking ſhould be laid aſide, he complied with it.

However, before the cloſe of the day, it was thought neceſſary to call another council of war,

* About nine o'clock in the morning of the 24th, a conſiderable body of troops with colours, ſuppoſed to have been tranſported from Port Louis, was ſeen moving towards the ſea coaſt, to cut off as was ſuppoſed their communication with the fleet. To prevent which brigadier Offarrel was detached with two battalions and two companies of grenadiers. *Journal of the expedition.*

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from a report made by the director-general and captain Chalmers of the artillery, informing the general there were no carcaſſes or bombs left, and only one hundred and fifty ſhot remaining, which were not ſufficient to ſerve the battery that night and the next day.

At this council captain Chalmers was aſked, whether he thought the artillery on the battery, with the remaining quantity of ſtores and ammunition, was ſufficient to make either a breach in the wall, or ſet fire to the town? He anſwered, he was poſitive they could not make a breach at the diſtance the battery was placed, conſidering the oblique ſituation; and was of opinion, they could not ſet fire to the town, as the houſes he had ſeen in the country had very little wood in them; he had likewiſe obſerved, that the carcaſſes, bombs, and red-hot balls, which had been fired into the town, had little or no effect: he farther added, he had been able to ſerve only one gun with red-hot ſhot. Upon this repreſentation it was unanimouſly agreed, to draw off their troops in order to their re-embarkation. The guns were ſpiked up, as well as the mortar, which was intended to have been brought away; though had the attempt been made, it was generally thought it would have proved ineffectual, as they had no inſtrument to raiſe ſo great a weight.

However in this day's and yeſterday's firing, there were thirty carcaſſes, thirty ſhells, thirty-two grapes, and three hundred and forty ſhot thrown into the town: of the ſhot one fourth only was red-hot, for through the neglect of thoſe people, to whoſe care it belonged, the bellows had been forgot.

The troops after having ſuſtained very inconſiderable damage, ſince their firſt landing, were reimbarked. The general expected reinforcements from England, and was reſolved to wait a little longer

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longer for their arrival, in hopes of being able to annoy the enemy more effectually. In the beginning of October the fleet ſailed to Quiberan Bay, where they took a French man of war; and a detachment of the forces being landed, took poſſeſſion of a fort on the peninſula, while the little iſlands of Houvat and Heydic were reduced by the ſailors. In this ſituation the admiral and general continued till the 17th day of the month, when the forts being diſmantled, and the troops reimbarked, the fleet ſailed from the French coaſt: the admiral returned to England, and the tranſports with the ſoldiers proceeded to Ireland, where they arrived in ſafety.

The French miniſtry, in order to defeat the expedition of commodore Barnet againſt their trade in the Eaſt-Indies, forwarded a commiſſion to M. Mahé de Bourdonnois, governor of the iſlands of France and Bourbon, by which he was appointed commander in chief of the king's ſhips, with a power of controuling the captains of the company's ſhips. Theſe extenſive powers he received in January, 1746, and about the ſame time commodore Barnet died, when the command of the Britiſh ſquadron in the Eaſt-Indies devolved on captain Peyton, who ſent the Deptford and Diamond men of war to England; upon being re-enforced with the Harwich and Wincheſter of fifty guns, and the Lively, of twenty, one of the ſhips which he had taken, he put into commiſſion, and gave the command of her to captain Griffiths; ſhe mounted forty guns, and received the name of the Medway's prize. The French commander had eight ſhips of force *, one of which, the Inſulaire, was loſt in the

	Guns.		Guns.
* The Achilles	74	Phœnix	44
Duc d'Orleans	56	St. Louis	44
Bourbon	56	Lis	40
Neptune	44	Inſulaire	20

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Ganges with two hundred and eighty Europeans; notwithſtanding which, the force of the French ſomewhat exceeded that of the Engliſh. On the 25th day of June the two fleets came within ſight of each other off the coaſt of Coromandel, and an engagement began at four o'clock in the afternoon, and was maintained with no great ſpirit on either ſide until ſeven o'clock, when night parted the combatants. The next day neither ſide appeared forward to renew the action. In the afternoon the Engliſh commodore ſummoned a council of war, when the ignominious reſolution was taken to ſail away from the French fleet, and proceed to Trinquimale-bay, on the north-eaſt part of the iſland of Ceylon, upon which Bourdonnois brought his ſquadron back to Pondicherry. In this rencounter fourteen were killed and forty-ſix wounded on board the Engliſh ſhips, and the French had twenty-ſeven killed and fifty-three wounded. After this the two ſquadrons lay inactive until the middle of Auguſt, when the French fleet arrived in Madraſs road, and fired on the Princeſs Mary, one of the company's ſhips, of thirty-ſix guns and eighty men; this fire was returned by the ſhip and the fort. Each of the French ſhips gave a broad-ſide as ſhe ſtood to the northward, and another as ſhe returned to the ſouthward. After which the French admiral ſtood for Pondicherry with an intention to offer battle to the Engliſh; but Peyton had got round him to the northward, and on the 23d day of Auguſt ſtood into Pullicat road, where he was informed of the proceedings of the French fleet, and of the courſe they had ſteered. This information, inſtead of exciting him to chaſtiſe the enemy for the inſults offered to the ſettlement, made him reſolve to abandon Madraſs to its fate, and withdraw himſelf from a ſtation, which could only be kept by beating the French fleet;

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fleet; he therefore ſailed for the bay of Bengal, without informing the governor or any one on ſhore with the courſe he intended to ſteer. This daſtardly behaviour of Peyton emboldened Bourdonnois to attack the place.

Madraſs, or Fort St. George, the capital of the Engliſh company's dominions on the coaſt of Coromandel, has its laſt mentioned name from the fort in that city, and is ſituated in thirteen degrees north latitude, and in eighty degrees eaſt longitude. Thus it is near four thouſand eight hundred miles to the eaſtward of London, ſo that the ſun viſits them about ſix hours before he riſes in England, and ſets before we ſit down to dinner; and there is ſo little difference in the length of the days, that the Engliſh always reckon it to be ſix o'clock at ſun-riſing and at ſun-ſet.

This place, which lies ſeventy miles to the north of Pondicherry, is ſituated on one of the moſt incommodious ſpots imaginable; for the ſea beats perpetually with prodigious violence on the land on which it ſtands; there is no freſh water within a mile of it; in the rainy ſeaſon it is ſubject to inundations, from a river of ſalt water that runs behind it; and the ſun from April to September is exceeding hot, the ſea-breezes alone rendering it habitable. Various reaſons are given for this injudicious choice of a ſettlement: according to ſome accounts, the perſon entruſted by the company about the beginning of the reign of king Charles II. to erect a fortreſs on that coaſt, made choice of this place as the moſt proper to ruin the trade of the Portugueſe ſettlement at St. Thomas; while others aſſert, that his only motive was to be near a miſtreſs he had at the Portugueſe colony. It is, however, certain, that there were ſeveral places in its neighbourhood free from moſt or all of theſe inconveniencies.

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However, the war carried on by the company at Bombay and Bengal from the year 1685 to 1689, againſt the ſubjects of the Mogul, was a conſiderable advantage to Madraſs: for the tranquility which reigned there, and its vicinity to the diamond mines of Golconda, where good purchaſes are frequently to be made, cauſed a prodigious reſort of Indian merchants to this place, and contributed to render it populous and flouriſhing.

The fort is a regular ſquare extending about one hundred yards on each ſide, and has four baſtions built with what is there called iron ſtone, from its being of the colour of unwrought iron, and very rough. The fort is defended by no ditch, and the walls are arched and hollowed within. It has two gates, one of which opens to the eaſt, and the other to the weſt. The former, which is towards the ſea, is but ſmall, and is only guarded by a file of muſqueteers; but the weſtern gate, which opens towards the land, is pretty large, and defended by the main guard, the ſoldiers belonging to it lying on the right and left under the wall, which, being hollow, anſwers the purpoſe of a guard-houſe. In the middle of the fort is the governor's houſe, in which are apartments for the company's ſervants.

On the 3d day of September the French commander arrived before the town, having three thouſand and two hundred European troops on board his ſhips, five hundred Coffrys, and a conſiderable number of Cephoys and Peons, natives of the coaſt.

The French had previouſly landed a body of troops amounting to ſix hundred men, twenty miles ſouthward of Madraſs; theſe were marched overland to St. Thomé, within three miles of the town; they covered the debarkation of the main body, which the governor, Nicholas Morſe, Eſq; was unable

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unable to oppoſe, his garriſon being too inconſiderable to admit of a detachment being made large enough for ſuch a purpoſe. Madraſs was therefore immediately inveſted on the land ſide, whilſt its harbour was effectually blocked up at ſea. Moſt of the Aſiatic inhabitants deſerted their habitations, and fled into the country with their moſt valuable effects. The nabob of Arcot all this while is ſaid to have been induced to keep aloof, and render no aſſiſtance to his friends or allies, through the powerful influence of French gold.

The defenceleſs condition of the place had been repreſented to the Eaſt-India directors by commodore Barnet in very ſtrong terms, but no ſteps had been taken to render it more ſecure. But had the fortifications been in the beſt order, they would have been of little uſe, without a ſufficient number of men to defend them, which was the ſituation of affairs at that time: for though long before the commencement of the war, aſſurances had been ſent from England by the committee-board to governor Morſe, that the garriſon ſhould be augmented to ſix hundred Europeans, excluſive of the gun-room-crew, yet not more than one half of that number were actually in the place at the time of its inveſtment, many of which were incapable of ſervice. Some Portuguſe deſerters from Goa, ſerved indeed to increaſe the muſter-roll, but were deſtitute alike of activity and courage. In ſhort, not more than two hundred men could be muſtered, whoſe fidelity and bravery were to be relied on, independent of the crew of the princeſs Mary, which amounted to eighty more. Nor was the place better provided with officers than ſoldiers; and though they had near two hundred pieces of cannon, yet theſe were rendered ineffectual for want of ſkilful engineers to direct their fire, as well as men to play them. A

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ſcarcity of militaty ſtores completed the perplexities with which the beſieged were encompaſſed.

The advantages on the ſide of the French were as great as were the difficulties which the Engliſh had to encounter. The intenſe heat of that parching climate was at this time reduced to its mildeſt temperature; an ample ſupply of all things neceſſary for a ſiege was at hand, and the commander in chief, who generally diffuſes a portion of his own ſpirit from the ſecond in command down to the meaneſt drudge in his camp, was a man of ſuperior ſkill, brave, enterpriſing, and unwearied. No time was loſt in making approaches, and in three days after the batteries were opened, ſeven hundred ſhells were thrown into the town. This vigorous aſſault ſoon intimidated thoſe of the garriſon, who were not bound to defend the place either from the attachments which ariſe out of national affinities, or perſonal principles of honour. All the mercenaries ſoon became only anxious to eſcape from that devoted ſpot, and ſought every opportunity of deſerting, ſo that ſome of the batteries preſently became defenceleſs. On the 9th day of Auguſt, in the afternoon, the governor and council received advice, that the French were preparing to raiſe a large battery of eighteen pounders, and had made a general debarkation of their ſeamen to aſſiſt in a general aſſault; upon which, the inhabitants became clamarous for a capitulation.

All this time the Britiſh ſquadron in that quarter, ſo far from exerting that ability which they derived from having an equality of force to that of the French, had withdrawn, and left the beſieged in utter ignorance of the place of its rendezvous. The nabob of Arcot too, who had a force ſufficient to oblige the French to raiſe the ſiege, quietly permitted them to complete their conqueſt. The governor

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vernor and council, thus deprived of all hope of relief, ſent out a flag of truce to the French commander, and terms of ſurrender were ſoon after adjuſted. It was agreed that a detachment of French troops ſhould be put into poſſeſſion of the town, whilſt the main body remained in camp. The magazines and ſtores-houſes were delivered over to French officers and commiſſaries, and the Engliſh ſoldiers and ſailors were carried on board the French ſhips in the road, until a ranſom was paid, amounting to one million one hundred thouſand pagodas, or four hundred twenty-one thouſand ſix hundred ſixty-ſix pounds thirteen ſhillings and four-pence ſterling, beſides a very conſiderable private preſent to M. de Bourdonnois, who upon the fulfilment of thoſe terms agreed to evacuate the place, and reinſtate the Engliſh in full poſſeſſion of their preſidency.

This agreement, however, was not obſerved on the part of the French, Du Plaix, the French go-governor in India, annulled the capitulation. The Engliſh, and the inhabitants of Madraſs, who relied upon the rights of nations, were ſtruck with aſtoniſhment at this infraction of the treaty, and word of honour given by Bourdonnois. But their indignation was raiſed to its higheſt pitch, when Du Pleux deſtroyed the black-town, by laying it in ruins. This act of wanton barbarity was greatly injurious to the innocent coloniſts, without being of the leaſt advantage to the French. The ranſom which ſhould have been received was loſt, and the French name became deteſtable throughout all India *.

On the 2d day of October, the ſeven French ſhips which lay in the road of Madraſs, having taken on board what quantity of money, goods, ammuni-

* Voltaire.

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tion, and ſtores they thought proper, ſailed for Pondicherry, with a deſign to attack fort St. David, and entirely expel the Engliſh from that coaſt. But they had no ſooner got to ſea than a violent ſtorm overtook them. The duke of Orleans, their ſecond ſhip of force, and two others, foundered. The Achilles, and three other ſhips loſt all their maſts. The Mermaid, and Advice ſnow, which had belonged to the Engliſh Eaſt-India company, but had been taken in Madraſs road, were both loſt. In this ſtorm twelve hundred men periſhed, and all farther attempts to annoy the Engliſh by ſea were effectually baffled. However, this did not prevent the French from attempting fort St. David by land, the place of the greateſt conſequence to the Engliſh on that coaſt next to fort St. George, to which it is ſubordinate. It is ſituated five leagues to the ſouthward of Pondicherry, and was purchaſed by the governor of fort St. George for the Eaſt-India company in 1686, for the ſum of ninety thouſand pagodas. The fort is ſtrong, and Mr. Hynd, the governor, had been indefatigable in ſtrengthening it with new works; its territories extended eight miles along the ſhore, and four miles within the land. On this occaſion a large body of Indian militia were taken into pay. In the beginning of December, Du Pleix marched down almoſt the whole garriſon of Pondicherry, to the amount of a thouſand regular troops, two hundred trained peons, and ſome others which arrived within a mile of the bound-hedge of fort St. David, having with them a large train of artillery. Upon the approach of the enemy, the Engliſh governor detached a large body of his Indians, with orders to harraſs the French during the night, and at day break the next morning he began a regular engagement. At the firſt onſet the French forced their way quite to the garden-houſe, where they

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were attacked by a body of Moors, and one hundred regulars from the garriſon, and obliged to retreat with great precipitation, leaving two hundred of their number ſlain, among whom were four officers of diſtinction. They likewiſe abandoned all their tents and ammunition: ſix camels, two mortars with their ſhells, two cheſts of arms, four drums, and all their proviſions fell into the hands of the Engliſh.

This diſaſter did not hinder the French from making freſh preparations as ſoon as they returned to Pondicherry, to poſſeſs themſelves of Fort St. David, but the arrival of commodore Griffin with three ſixty gun ſhips, one of fifty, and one of forty guns, the beginning of the year 1747, obliged them to deſiſt from all offenſive war.

The proceedings of the Britiſh fleet in the Weſt-Indies were not more honourable than in the Eaſt. Vice-admiral Davers commanded on that ſtation; who, having received intelligence that a large fleet of French merchantmen, under convoy of four men of war, were on their way from Europe to Martinico, he ordered commodore Mitchel in the Strafford, of ſixty guns, with the Lenox, of ſixty-four, captain Laurence, the Plymouth and Worceſter, ſixty guns each, the Milford, forty-four, and the Drake ſloop, to cruiſe to the eaſtward of that iſland, in order to intercept them. On the 3d day of Auguſt about three o'clock in the afternoon, the Lenox firſt deſcried forty ſail of ſhips to leeward, and ſoon after the whole fleet appeared in ſight. It conſiſted of one man of war, of ſeventy-four guns, one of ſixty-four, one of fifty-four, and one of forty-four, and ſixty ſail of merchantmen, and was commanded by M. de Conflans. About ſeven o'clock in the evening commodore Michell made a ſignal to ſpeak with all his ſhips, and they being brought

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in, each captain was aſked whether it appeared adviſeable to bear down upon the enemy and engage them that night, or lay by until next morning? the general opinion favoured the latter conduct, whereupon it was agreed that the Engliſh ſquadron ſhould keep in ſight during the night, and to windward, and be ready to engage at break of day. The next morning, when a judicious and ſpirited attack would moſt probably have been crowded with glorious ſucceſs, the commodore ſhewed ſo ſtrong a diſlike to engage the enemy, that the whole day was ſpent without nearing them. The next day at ſeven in the morning the two ſquadrons were within two leagues of each other. M. de Conflans formed his men of war in line of battle, and appeared determined to try the event of an action, notwithſtanding his inferiority in number of ſhips. It ſhould ſeem that this firmneſs in the Frenchman quite diſconcerted Michell, for about four in the afternoon when the breeze freſhened, and the ardour of all on board the Britiſh ſhips was ſtrongly excited by a proſpect of an immediate engagement, this daſtardly commander made a ſignal to haul on a wind, and ſhorten ſail. By this time they were within three miles of the French ſhips, who, ſurprized at ſuch a conduct, gave chaſe. About eight o'clock two of the enemy's ſhips were cloſe under the lee quarter of the Lenox, and poured in a broadſide, which was returned with great ſpirit, and an engagement was maintained for an hour and a half, when the French bore away; their merchantmen having by this time ſafely reached their port.

The panic which had ſeized this daſtardly commander was ſo great, that at night he ordered his ſquadron to put out their lights and make ſail, becauſe the French were following them.

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On the 13th day of October, vice-admiral Davers died of a fever at Jamaica, when the chief command devolved on this *magnanimous* officer; during the ſhort time in which he preſided, the trade of the Leeward Iſlands ſuffered eſſentially, from the depredations committed by the French privateers, whilſt the Britiſh men of war were ranged out of their proper ſtations, with a view to intercept ſome rich veſſel from the Spaniſh main, inſtead of being conſtantly employed in cruiſing to windward of the Britiſh iſlands, for the protection of trade.

As ſoon as the conduct of this officer was known to government, commodore Smith was ſent out to ſupercede him. He was afterwards tried by a court-martial for his miſbehaviour when in ſight of the French fleet, and for neglecting the ſervice of his ſtation; and though, according to the expreſs law of war, ſuch rank cowardice and flagrant neglect, made his life become forfeit to his injured country; yet ſuch were the moderation and lenity of theſe degenerate times, that he was only mulct five years pay, and judged incapable of ſerving again in the royal navy. At this time, ſuch a ſhameful want of ſpirit and reſolution appeared in many commanders at ſea, as fatally tarniſhed the glory of the Britiſh arms, and whilſt Great Britain poſſeſſed an acknowledged ſuperiority at ſea, ſuch was the languid manner in which it was employed, that little national benefit was derived therefrom.

The French too, were much diſſatisfied with the conduct of their naval officers. That nation had formed great deſigns, the object of which being no leſs than the retaking of Louiſbourg, and to become poſſeſſed of Annapolis Royal in Nova Scotia. For theſe purpoſes a fleet was got ready at Breſt,

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conſiſting of eleven ſhips of the line, three frigates *, three fireſhips, and two bombs, commanded by the duke d'Anville. It ſailed from Breſt on the 22d day of June, and was attended by privateers, tranſports, and merchantmen, making in the whole ninety-ſeven ſail. Three thouſand five hundred land-forces embarked on board this fleet, commanded by brigadier general Jonquire. Forty thouſand ſmall arms were put on board, and a proportionable quantity of ammunition, together with blankets for the French Canadians and Indians. This formidable armament did not arrive on the coaſt of Acadia till the 10th day of September; three days after which a furious tempeſt diſperſed the whole fleet, ſeveral of the tranſports foundered, and all on board periſhed. No ſooner had the troops landed at Chibocton, the place of rendezvous, than the duke d'Anville died of an apoplexy. Vice-admiral Tourmel, who was ſecond in command, then called a council of war on board the Trident, to determine what ſteps were proper to be taken. Tourmel conſidered an attempt upon Cape Breton as impracticable, and was inclined to make an immediate attack on Annapolis, but the majority in the council adviſed the refitting of the ſquadron, before they proceeded to the bay of Fundy. Tour-

Ships.	Commanders.	Guns.	Men.
* Le Northumberland	Duke d'Anville	70	580
Le Trident	Vice-admiral Tournel	64	500
L'Ardent	M. Perier	64	500
Le Mars	Colombe	64	500
Le Leopard	Sergue	64	500
L'Alcide	Crenay	64	500
Le Caſibon	Noailles	60	480
Le Tygre	Du Queſne	56	400
Le Mercurie	L'Allure	56	400
Le Diamont	Maſiac	50	360
Le Boree	Bienac	50	360
La Megare	Kyſan	30	200
L'Argonaute	Queſtain	26	200
Le Prince d'Orange	Fougert	26	200

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nel, who was of an impetuous temper, could not brook this oppoſition to his plan of conduct; he was ſeized with a fever, and in a fit of delirium drew his ſword and ſtabbed himſelf to the heart. The command then devolved on M. de Jonquiere, the general of the land-forces. By this time the ſmall-pox had ſpread itſelf among both ſoldiers and ſailors, fifteen hundred of the former, and eight hundred of the latter being carried off by it. A reſolution was therefore taken, as the fleet was now tolerably refitted, to ſend four of the ſmaller men of war, and ſome of the tranſports to Quebec, and to return with the reſt immediately to Europe. This reſolution began to be executed on the 12th day of October, when the enfeebled fleet ſailed from Cheboctou, after converting eight of their ſhips into hoſpitals.

M. de Conflans, whom we have ſeen arrive in ſafety at Martinico; in his paſſage home, in September, fell in with the Engliſh Leeward Iſlands trade, under convoy of the Woolwich and Severn men of war of fifty guns each. After an obſtinate engagement of two hours, he compelled the Severn to ſtrike, and took a few merchantmen, but the reſt eſcaped.

The naval tranſactions in the European ſeas afforded nothing very ſplendid, but they contributed eſſentially to the benefit of the common cauſe. In the Mediterranean, vice-admiral Medley rendered great ſervice to the Auſtrian general at the ſiege of Antibes; and the Britiſh fleet was very vigilant along the coaſt of Spain, and in the gulph of Genoa, where they intercepted ſeveral Spaniſh, Genoeſe, and Neapolitan veſſels, with military ſtores and proviſions for the forces in Italy: at the ſame time, commodore Townſend was ſtationed with ſix men of war off the iſland of Corſica, to encourage

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the malecontents to ſhake off their ſubjection to the Genoeſe. The fleet in the Channel was under the command of vice-admiral Martin, and was very active in repelling French privateers and cruiſers. The Portland man of war of fifty guns, and three hundred men, commanded by captain Stevens, being on a cruiſe on the 26th day of February, fell in with the Auguſta, a French man of war of fifty guns, and four hundred and ſeventy men, lately come out of Breſt on a cruiſe. The Frenchman immediately bore down within piſtol ſhot of the Portland, and hoiſted his proper colours; the Engliſhman did the ſame, and the battle was immediately joined, and maintained yard-arm and yard-arm for three hours and a half, when the Auguſta, being greatly diſabled, ſtruck. She had forty-ſeven men killed, and ninety-four wounded: capt. Stevens loſt only five men killed, and fourteen wounded. He brought his prize into Plymouth. The ſame ſhip on the 19th day of November, fell in with the Subtile, a French frigate of twenty-ſix guns, and one hundred and ninety-four men, which he took off Uſhant, and brought into Torbay. The Nottingham of ſixty guns, and four hundred men, commanded by captain Saumarez, cruizing off Cape Clear, on the 11th day of October, fell in with the Mars of ſixty-four guns, and five hundred men, commanded by M. de Colombe, being one of the ſhips that had ſeparated from D'Anville's fleet in the ſtorm off Newfoundland. She was returning to Breſt. After an engagement of two hours, in which the Mars had twenty-three killed and nineteen wounded, ſhe ſtruck: on board the Nottingham, only three men were killed, and nine wounded. On the 24th day of November, the Namur chaſed into the Britiſh ſquadron, another ſhip of D'Anville's fleet, named the Mercury, ſhe had been converted into

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into an hoſpital ſhip, and being a good ſailor was got a head of the fleet, which was on their return. On the 26th day of December, the Glouceſter of fifty guns, captain Saunders, and the Lark, of forty guns, captain Cheap, fell in with and took the Fort de Nantz, a Spaniſh galleon, of thirty-two guns and two hundred men, from La Vera Cruz, and the Havannah, both bound for Cadiz: their freight conſiſted of one hundred and five cheſts of ſilver regiſtered, each cheſt containing about three thouſand dollars, a great quantity of gold and ſilver unregiſtered, the whole amounting to three hundred thouſand pounds ſterling. The two prizes were brought into Plymouth.

The captures made by the French this year were as follow, viz. One man of war of fifty guns, a ſloop of war, eight privateers, and three hundred and eighteen merchantmen in the European ſeas, which with thoſe in America, made the whole number of prizes taken this year by the French, conſiſt of one man of war of 50 guns, two ſloops of war, nine privateers, one Eaſt-Indiaman, and four hundred and ſixty-ſix merchant veſſels; in all four hundred and ſeventy-nine: making the whole number of the Britiſh ſhips and veſſels taken by the French, ſince the declaration of hoſtilities, amount to eleven hundred and twenty-two.

The Spaniards this year took one hundred and five Britiſh veſſels in the European ſeas, and ſeventy-eight in America, in all one hundred and eighty-three; which made the whole number of Britiſh ſhips and veſſels taken by the Spaniards, ſince the 23d day of October 1739, amount to one thouſand ſeventy-one; and thoſe taken in the year one thouſand ſeven hundred and forty-ſix by the French and Spaniards, to conſiſt of ſix hundred and ſixty-two.

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The captures made by Great Britain were as follow, viz. Nine privateers, four regiſter ſhips, and fifteen other Spaniſh veſſels in the European ſeas, which with the captures in America, made the whole loſs ſuſtained by the Spaniards, during the year one thouſand ſeven hundred and forty-ſix to conſiſt in twenty-two privateers, ten regiſter ſhips, and fifty-ſix other merchantile veſſels; in all eighty-eight. Theſe made the whole number of Spaniſh ſhips and veſſels taken by the Engliſh ſince the commencement of the war to amount to one thouſand and ſixty. The captures from the French were four men of war, fifty-three privateers, and two hundred and three merchantile veſſels in the European ſeas, beſides ſeven ſloops in the Eaſt-Indies, in all two hundred and ſeventy; making, together with the captures in America, the whole number of prizes taken from the French, in the courſe of the year, to conſiſt in ſeven men of war, ninety-one privateers, twenty-three Turkey ſhips, five Guineamen, one hundred and forty-three Martinico and St. Domingo ſhips, twenty-one Newfoundland ſhips, ſeven ſloops belonging to the French company in the Eaſt-Indies, and one hundred and thirteen other merchantile veſſels, in all four hundred and ten; which were ſixty-nine ſhort of the prizes taken in the ſame year by the French alone, and one hundred and ſixty-four ſhort of thoſe taken by the French and Spaniards jointly.

The whole number of prizes taken from the French from the 24th day of March 1744, amounted to eleven hundred and ſixty; being thirty-eight more than thoſe taken by the French *.

The

* At a court of admiralty held at Doctor's Commons, a cauſe was tried between the officers and crew of the Centurion, and thoſe of the Glouceſter. The queſtion to be decided was, whether thoſe of the latter ſhips were entitled to a proportionate ſhare of the prize money with

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The war on the continent had continued ſix years, and now ſeemed to threaten a yet wider ſpread, by the Dutch republic openly declaring againſt France. At the commencemence of the war, the queen of Hungary was upon the point of loſing all her poſſeſſions. Soon after the unfortunate duke of Bavaria, who had been choſen emperor by the name of Charles VII. was baniſhed from his throne, ſtripped of his hereditary dukedom, and ſhrunk from ſurrounding dangers. The duke of Savoy, now king of Sardinia, was then ſeen to change that ſide which ſome years before he had eſpouſed, and to join with Auſtria and England, againſt the ambitious deſigns of France, while Italy ſtill felt all the terrors of war, or rather ſaw foreigners contending with each other for her dominions; the French and Spaniards on one ſide, the Imperialiſts and the king of Sardinia on the other. Thus Italy, that once gave laws to the world, now ſaw the troops of Germany and Spain, by turns, enter into her territories; and, after various combats, ſhe, at laſt, ſaw the Imperialiſts become maſters. The Spaniards and French loſt the moſt flouriſhing armies, notwithſtanding the excellent conduct of the prince of Conti their general; and, at laſt, after a bloody victory obtained over the Spaniards at St. Lazaro, the beautiful city of Genoa, which had ſided with Spain, was obliged to ſubmit to the conquerors, to ſuffer all the indignities impoſed upon them, and to pay a moſt ſevere contribution.

with the Centurion's people, their ſhip being loſt. The court decreed it in their favour, they being on board the Centurion at the time of the capture of the rich Acapulco ſhip, and equally aſſiſting in the action.

Another cauſe was tried in the court of chancery, which originated from a minor on board the Duke privateer, having ſold his ſhare of the rich prizes which had been taken in company with the Prince Frederic, for an inconſiderable ſum. Lord chancellor Hardwicke decreed, that his proportion of the produce ſhould be paid into the hands of proper guardians for his uſe.

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The city of Genoa had, for ages before, maintained its own laws, and boaſted of liberty. Beſides its inner wall, it had another formed by a chain of rocks of more than two leagues extent; but both being built in thoſe times when modern fortification was yet unknown, it was not thought, by its ſenate, capable of making a proper reſiſtance. Upon ſubmitting, the unhappy Italians too ſoon found that no mercy was to be expected from the court of Vienna, which had ever patronized oppreſſion. More than a million ſterling was demanded for a contribution; a tax, the payment of which muſt have utterly ruined the city. The magiſtrates did all in their power to pay the exorbitant ſum demanded; and the German troops exerciſed every inhumanity in exacting it. The conquerors lived upon the people, and treated them with an inſolence which was natural to them as conquerors, and as Germans. This republic little thought at the beginning of the war for the ſucceſſion of the houſe of Auſtria, that ſhe ſhould be made the victim of it; but when the principal powers in Europe take arms, there is no little ſtate that ought not to tremble. The Genoeſe were, at length, reduced to deſpair, and were reſolved to make a laſt effort for the recovery of their liberty and independance. The Auſtrians took the cannon of the city, in order to tranſport them to Provence, where their arms had already penetrated. The Genoeſe themſelves were obliged to draw thoſe cannon, which they had once conſidered as the defence and ornament of their citadel. It was on this occaſion that an Auſtrian officer ſtruck one of the citizens, who had been employed in this laborious taſk. This blow ſerved to animate the people with their former ſpirit of freedom. They took up arms in every quarter of the town, and ſurprized ſome battalions of the Auſtri-

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ans, ſurrounded others, and cut them in pieces. The ſenate, uncertain how to proceed, neither encouraged nor ſtopped the citizens, who drove the Auſtrians entirely out, and then appointed commanders, and guarded the walls with the utmoſt regularity.

In conſequence of the parliamentary encouragement given to attempts for the diſcovery of a north-weſt paſſage through Hudſon's bay to the ſeas of Japan and China, a ſubſcription for ten thouſand pounds was ſet on foot; it was divided into one hundred ſhares of one hundred pounds each, hereupon two ſhips were fitted out for the purpoſe of exploring this paſſage. They wintered at Port Nelſon in Hudſon's Bay, and the year following made ſeveral attempts to penetrate weſtward, but were obliged to return home without effecting any thing that might tend to the diſcovery. Another attempt was afterwards made from Philadelphia.

The parliament met on the 18th day of November 1746, when great unanimity appeared in granting the ſupplies, which this year roſe to a moſt enormous height, being no leſs than nine hundred and twenty-five thouſand two hundred and fifty-four pounds, but ſuch were the wealth and ſatisfaction in the nation, that ſubſcriptions were preſently made for the whole ſum. The uſual number of ſeamen was voted at the uſual rate, and no leſs than ſixty thouſand land-forces, including eleven thouſand five hundred marines. The new taxes that were impoſed to pay the intereſt of new created debt, were laid on windows, carriages, and ſpirituous liquors; a lottery took place according to annual cuſtom, and a ſum was drawn from the ſinking-fund. Theſe important matters being ſettled, the legiſlature ſat about eſtabliſhing ſeveral ſalutary regulations in

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Scotland. The highlanders, who had till this time continued to wear the old military dreſs of the Romans, and who always went armed, were reſtrained in the uſe both of their dreſs and their weapons. To compenſate for which, they were admitted to a participation of that liberty which their fellow-ſubjects of the Britiſh empire enjoyed, by an act of parliament, which took away the heretable juriſdictions in Scotland, extended the influence, benefit, and protection of the king's laws and courts of juſtice, to all his majeſty's ſubjects in Scotland, and rendered the union more complete. Hereby all heretable juriſdiction of juſticiary, and all regalities, other than the office of high-conſtable of Scotland, were, from Lady-day 1748, abrogated, totally diſſolved, and extinguiſhed; reaſonable pecuniary compenſations being made to the poſſeſſors of ſuch heretable juriſdictions. All tenure of lands by wardſhip, which was a heavy grievance, and ſubjected minors to the abſolute controul of their feudal lords in many caſes, was totally aboliſhed by this ſalutary ſtatute, which may be termed, a new Magna Charta for Scotland. Theſe were the moſt important occurrences during the winter; let us now attend to the farther progreſs of the war.

The arms of France under Marſhal Saxe, had reduced the whole of the Auſtrian Netherlands to their obedience. In vain the Dutch negotiated, ſupplicated, and evaded war; they ſaw themſelves ſtripped of all thoſe ſtrong barrier towns which defended their dominions from invaſion; and they now lay almoſt defenceleſs, ready to receive terms from their conquerors. The Dutch, at this time, were very different from their forefathers, the brave aſſertors of liberty, in the beginning of the republic; the individuals of their ſtate were now rich, while the government was poor; they had loſt,

in

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in a ſpirit of traffic and luxury, all their generoſity of ſentiment, and deſire of independence; they only ſought riches, regardleſs of public virtue. They were divided in their councils between two factions which now ſubſiſted, namely, that which declared for a Stadtholder, and that which, with attachments to France, oppoſed his election. The prevalence of either ſide was almoſt equally fatal to liberty; if a Stadtholder were elected, they then ſaw their conſtitution altered from a republic to a kind of limited monarchy; if the oppoſite party prevailed, they were to feel the weight of a confirmed ariſtocracy, rendered permanent by French power, and crouching under its authority. Of the two evils they choſe the former; the people, in ſeveral towns, inflamed almoſt to tumult and ſedition, compelled their magiſtrates to declare for the prince of Orange as Stadtholder, captain-general, and admiral of the United Provinces. The effect of this reſolution immediately appeared; all commerce with the French was prohibited; the Dutch army was augmented; and orders were iſſued to commence hoſtilities againſt the French by ſea and land.

In the courſe of the war victory and miſcarriage had alternately attended all parties; ſo that each ſtate grew more feeble, and none acquired any real recompence for the loſſes ſuſtained. The French gained a conſiderable victory at Roucroux in Flanders, over the allies, although it procured them no real advantage; and it coſt them a greater number of lives than thoſe whom they obliged to retire. The Dutch, in this general conflict, ſeemed the greater loſers. A victory gained over the allies at La Feldt ſerved to reduce them to a ſtill greater degree of diſtruſt in their generals, than they had hitherto ſhewn: but the

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the taking of Bergen-op-Zoom, the ſtrongeſt fortification of Dutch Brabant, and which put the French in poſſeſſion of the whole navigation of the Schelde, threw them almoſt into deſpair. But theſe victories, in favour of France, were counterbalanced with almoſt equal diſappointments. In Italy, the French general, marſhal Belleiſle's brother, at the head of thirty-four thouſand men, attempted to penetrate into Piedmont; but his troops were put to the route, and he himſelf ſlain.

The naval force of Great Britain at this time was immenſely great, that of France comparatively inconſiderable. During the long adminiſtration of cardinal Fleury, the improvement of the French marine made no part of his ſyſtem of government, on which account he never excited the jealouſy of the maritime ſtates againſt France. The Britiſh navy conſiſted of ninety-two ſhips of the line, thirty-five fifty gun ſhips, and one hundred and ſeventeen frigates, from ſixteen to forty guns. Notwithſtanding this unprecedented degree of ſtrength, the French by dint of ſuperior vigilance and addreſs, had carried on their commerce during the war with little loſs; had ſeldom been worſted, and never diſgraced. That ſpirit which had formerly animated our naval commanders, (for our ſailors were as brave and expert as ever) might have been thought to have deſerted us, if the conduct of ſome individuals had not diſplayed it in its priſtine glory. It is the executive government of a country that, in general, gives energy and effect to its martial operations; and when miniſters are weak, ſupine, or enervated, it is well if thoſe whom they employ do not imbibe the ſame qualities. Such reflections are painful to every man who feels for the honour and proſperity of his country; but the conduct of the war to the period we are now entering upon, was ſuch,

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ſuch, as demand them from an hiſtorian; 'tis with the utmoſt pleaſure that we now enter on a period in which more active meaſures were adopted, and glorious ſucceſs followed.

The miſcarriage of the French fleet which was ſent to America the preceding year, had not diſcouraged France from attempting the recovery of Cape Breton, the importance of which to their poſſeſſions in Canada they were fully ſenſible of. A fleet was therefore prepared in the ſpring of the year 1747, to proceed to America, and the command given to M. de la Jonquiere, chef d'Eſcadre. With this force they flattered themſelves with the hopes, not only of regaining what they had loſt, but of annexing Acadia to their poſſeſſions, when they ſhould be aſſiſted by the ſtrength which they could draw from Canada. The deſigns of this enterprizing nation did not ſtop here. In the eaſt they meant to puſh their conqueſts, and had already in idea, diſpoſſeſſed their rivals of every fort and factory which they held in thoſe extenſive regions. For this purpoſe another ſquadron was prepared, which to be commanded by M. de St. George, who was to ſucceed Bourdonnois *.

Theſe two ſquadrons were to put to ſea together, and proceed with the trade ſhips deſtined both for the eaſtern and the weſtern worlds, ſo far as their courſes were the ſame.

The Engliſh miniſtry was apprized of this armament, and reſolved to intercept it. A fleet was

* The intrigues of Du Pleix, governor of Pondicherry, had cauſed Bourdonnois to be ſent to Europe a priſoner. On his arrival in France he was ſhut up in the baſtile, and after remaining there three years and a half, his judges found him innocent of the charges brought againſt him. In his confinement he contracted a mortal diſtemper, of which he died ſoon after his acquittal. No recompence was made to his family for theſe his unmerited ſufferings. The public, indeed, beſtowed upon him the flattering title of La Bourdonnois, the Avenger of France, and the Victim of Envy.——*Voltaire.*

therefore

therefore got ready, the command of which was given to vice-admiral Anſon and rear-admiral Warren; it conſiſted of the following ſhips:

Ships.	Commanders.	Men.	Guns.
Prince George,	Vice-admiral Anſon, Captain Bentley,	750	90
*Devonſhire, -	Rear-admiral Warren, Captain Weſt, —	480	66
*Namur,	Boſcawen, —	480	74
Monmouth,	Harriſon, —	400	64
Prince Frederick,	Norris, —	400	64
*Yarmouth,	Brett, —	400	64
Princeſs Louiſa,	Watſon, —	400	64
*Defiance,	Grenville, —	400	60
Nottingham,	Saumarez, —	400	60
*Pembroke,	Fincher, —	400	60
*Windſor,	Hanway, —	400	60
*Centurion,	Denis, —	300	50
Falkland,	Barradel, —	300	50
*Briſtol,	Hon. Will. Montague,	300	50
Ambuſcade,	Capt. John Montague,	250	40
Falcon ſloop,	Gwynn, —	100	10
Vulcan fireſhip,	Pattigrew, —	100	10

Thoſe marked * were the only ſhips engaged.

This ſquadron ſailed from Plymouth on the 9th day of April, the fleet ſailed from Plymouth and proceeded to Cape Finiſterre, and there cruiſed in expectation of the enemy. On the 3d day of May, the Cape bearing S. E. diſtant twenty-four leagues, the expected fleet appeared in ſight, conſiſting of thirty-eight ſail. When they diſcovered the Britiſh fleet, nine of their ſhips ſhortened ſail, and drew into a line of battle a-head, while the other twenty-nine ſtretched to the weſtward with all the ſail they could ſet. The Britiſh ſquadron likewiſe formed in

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in line of battle, but the rear-admiral perceiving that the enemy began to ſheer off, as the ſhips they convoyed were got a conſiderable diſtance, adviſed admiral Anſon to haul in the ſignal for the line, and hoiſt another for giving chaſe and engaging, otherwiſe the French would in all probability eſcape by favour of the night *. This propoſal was embraced, and the ſignal for the whole fleet to chaſe and engage without any regard to the line of battle, was thrown out; ſoon after which the engagement was begun by the Centurion, who had got up with the ſternmoſt ſhip of the French about four o'clock in the afternoon. Two of the largeſt French ſhips bore down to the aſſiſtance of the ſhip which was attacked. The Namur, Defiance, and Windſor, being the next headmoſt ſhips, ſoon entered into action with five French ſhips, and a terrible fire was kept up on both ſides. The Centurion ſoon loſt her main-top-maſt, which occaſioned her to drop aſtern to refit, which was no ſooner done than captain Denis brought his ſhip again into action. Captain Grenville of the Defiance bravely bore down to the aſſiſtance of the Namur, who was ſuſtaining an unequal conteſt with the French ſhips, and bringing his ſhip on her ſtarboard bow, relieved her from the fire of one of the enemy's ſhips, by receiving it into his own. After a very ſharp conteſt the three Britiſh ſhips had ſo diſabled their five antagoniſts that they would infallibly become an eaſy prey to that part of the Britiſh fleet which was yet aſtern; the Namur, Defiance, and Windſor, therefore, made ſail a-head to prevent the van of the French from eſcaping. In the mean time rear-admiral Warren, in the Devonſhire, came up with and engaged the French commodore la Jonquiere, in the

* Smollet's Hiſtory of England, Vol. XI. p. 285.

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Serieux. As he approached, the Frenchman ſaluted him with a terrible fire, to which he made no return until he was within piſtol ſhot, when his great guns dealt ſuch havock to his adverſary as obliged her preſently to ſtrike. No ſooner had the rear-admiral made himſelf maſter of this prize, than he made up to the other French commander in the Invincible, although a ſhip of much ſuperior force to his own, but her main-top-maſt had been already ſhot away by the Namur. As ſoon as he had diſcharged his firſt broadſide, the hon. captain Montague, in the Briſtol, bore down to ſecond him, and preſently diſmaſted the Invincible; and the furious aſſault that was made upon her, both by the Devonſhire and Briſtol, ſtruck her men with ſuch terror, that they were incapable of ſtanding to their guns. The ſpirit with which our captains were animated on this occaſion, appears from the following circumſtance. When the Briſtol had begun to engage with the Invincible, captain Fincher, in the Pembroke, attempted to get in between herand the French ſhip, but there not being room enough, the commander of the Pembroke hailed the Briſtol, and bid her put her helm a-ſtarboard, or his ſhip would run foul of her; to which captain Montagu replied, "Sir, run foul of me, and be d——, neither you, nor any man in the world, ſhall come between me and my enemy." When the Invincible fired only her muſquetry, captain Montagu left her to be picked up by the ſhips aſtern, when commanding his ſails to be filled again, he ſaid, "My boys, we will have another of them," and immediately gave chaſe to two of the enemy, which were ſpreading all their ſail to get away, but he preſently reached the Diamond of fifty-ſix guns, and four hundred and eighty men, and after an engagement within piſtol-ſhot, which laſted

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laſted near an hour and three quarters, the enemy being diſmaſted, and one of her upper-deck guns burſting, and her rigging ſhattered to pieces, ſhe ſtruck. When the Briſtol's lieutenant went on board, he was aſtoniſhed at the ſcene of deſtruction which preſented itſelf; her poop and quarter-deck were like a ſlaughter-houſe, ſtreaming with blood, and ſtrewed with mangled limbs and carcaſſes of the dying and the dead *.

While the Namur, Defiance, Windſor, Centurion, Yarmouth, Pembroke, and Devonſhire, were engaging ſome of the French ſhips, and purſuing others, vice-admiral Anſon, in the Prince George, came up to the Invincible, but before he fired upon her, all the French ſhips in the rear ſtruck their colours between ſix and ſeven, as did all thoſe that were in the line before night.

At ſeven o'clock, the vice-admiral brought to, having detached the Monmouth, Yarmouth, and Nottingham, in purſuit of the convoy, who then bore weſt by ſouth-weſt, at about four or five leagues diſtance, being followed by the Falcon ſloop all the time of the engagement, whoſe captain was ordered to make ſignals for a guidance to the other ſhips, by which means the Vigilante, and Modeſte, of twenty-two guns each, with the Dartmouth, formerly an Engliſh privateer of eighteen guns, and fifty men, were taken; being the only Eaſt-India ſhips that

* The honourable captain William Montagu was the youngeſt ſon of Edward-Richard viſcount Hinchingbroke, and brother to the preſent earl of Sandwich. He commanded the Mermaid at the taking of Cape Breton, from whence he was diſpatched with commodore Warren's advices to the admiralty. On Auguſt 23, 1745, he was commiſſioned captain of the Prince Edward; and having afterwards the command of the Briſtol, he took the Urbena, a rich Spaniſh regiſter ſhip. In November that ſame year, he was elected one of the knights for the county of Huntingdon; and in the ſucceeding parliament ſerved for the borough of Boſſiney, in Cornwall. He married Charlotte, daughter of Francis Nailour, of Offord-Darcy, in the county of Huntingdon, Eſq. but died on February 10, 1757, without iſſue.—*Collins's Peerage, Vol. III. p.* 302.

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fled from the engagement. Six other ships of the the convoy fell into the hands of the English, but the rest escaped by favour of the night.

The French behaved with great gallantry in this action, but the impetuous valour of the English was irresistible; their sailors far surpassed those of the French, both in discipline and firing, and as only eight English ships were engaged, the superiority on our side was not very great. The British ships suffered severely in their masts and rigging; about five hundred and twenty were either killed or wounded. On the side of the French about 700 were either killed or wounded*. But the greatest loss sustained by the conquerors was from the death of captain Grenville, of the Defiance; who, though no more than 28 years of age at the time of his death, was an excellent officer, regretted by the whole fleet, lamented by his admiral, and deplored by his king and country. He was nephew to lord Cobham, youngest brother to the present lord Temple, brother-in-law to Mr. Pitt, and maternal cousin to the late lord Lyttelton. His uncle caused a pedestal to be erected to his memory, in the temple of British worthies, at Stow-Gardens; and his cousin lamented his loss, and sung his praises in tender elegiac strains †.

Captain

* The French ships taken on this glorious day were as follow, viz.

		Guns.	Men.
Le Serieux	M. de la Jonquiere, Chef d'Escadre	66	556
L'Invincible	M. de St. George	74	700
Le Diamont	Hoquhart	56	450
Le Jason	Beccariel	52	355
Le Rubis	M'Carty	52	328
La Gloire	Salesse	44	330

Ships belonging to the East-India Company, fitted out as men of war.

L'Apollon	De Santons	30	132
Le Philipart	Cellie	30	170
Le Thetis	Macon	20	100
Le Dartmouth	Penoche	18	50

† On the 22d day of May the corpse of captain Grenville was landed at Stokes Bay, where a hearse waited to receive it, to convey it to the family

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Captain Boſcawen, of the Namur, was wounded in the ſhoulder by a muſket-ball, but no other officer of the Britiſh fleet was hurt. M. de la Jonquiere,

mily vault at Wootten. The corpſe was attended at Spithead by all the boats of the ſquadron to which he belonged. His ſword was drawn, and laid acroſs the coffin; and from the time of the boats putting off from the ſhip's ſide to their landing, minute-guns were fired by the whole ſquadron, who likewiſe hoiſted their colours half maſt high, on the melancholy occaſion.

The following is the inſcription to the memory of captain Grenville, on a pedeſtal in Stow-gardens:

Sororis ſuæ Filio
THOMÆ GRENVILLE
Qui navis perfectus regiæ
Ducente claſſem Britannicam Georgio Anſon
Dum contra Gallos fortiſſime pugnaret
Dilaceratæ navis ingenti fragmine
Femore graviter percuſſo,
Perire, dixit moribundus, omnino ſatius eſſe
Quam inertiæ reum in judicio ſiſti;
Columnam hanc roſtratam
Laudans & mærens poſuit
COBHAM.
Inſigne virtutis, eheu! rariſſimæ
Exemplum habes,
Ex quo diſcas
Quid virum præfectura militari ornatum
Deceat
MDCC XLVII.

Lord Lyttelton's verſes are as follow:

To the memory of captain Grenville, of the Defiance man of war, who was ſlain in an engagement with the French fleet, May 3, 1747.

Ye weeping Muſes, Graces, Virtues, tell,
If ſince your all-accompliſh'd Sydney fell,
You, or afflicted Briton e'er deplor'd
A loſs like that theſe plaintive lays record?
Such ſpotleſs honour! Such ingenious truth!
Such ripen'd wiſdom in the bloom of youth!
So mild, ſo gentle, ſo compos'd a mind,
To ſuch heroic warmth, and courage join'd!
He too, like Sydney, nurs'd in learning's arms,
For nobler war forſook her ſofter charms:
Like him poſſeſs'd of ev'ry pleaſing art;
The ſecret wiſh of ev'ry female heart;
Like him cut off in youthful glory's pride,
He unrepining, for his country died.
But nobler far, and greater is the praiſe
So bright to ſhine in theſe degen'rate days;
An age of heroes kindled Sydney's fire,
His inborn worth alone could GRENVILLE's deeds inſpire.

the

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the French chef d'Eſcadre, was ſhot under the blade-bones of both his ſhoulders; one of his captains was killed, and another loſt a leg. The French fleet would have ſeparated in a day or two if this diſaſter had not befallen it. The Invincible and Jaſon were to have proceeded to the Eaſt-Indies, with the trade and ſtore-ſhips, and the reſt have bent their courſe for Canada. Our victorious fleet brought their noble acquiſition into Portſmouth, with all the exultation attendant on glorious and deciſive victory. A conſiderable quantity of ſilver was on board this captived fleet, which was brought through the city of London in twenty waggons, guarded by marines, and lodged in the bank. The ſhare of prize money to each private ſeaman on board the Britiſh fleet, amounted to ſeven pounds five ſhillings and ſix-pence; every petty officer received thirty-eight pounds four ſhillings; the next rank of officers one hundred and thirty-three pounds, and each lieutenant two hundred and ninety-three pounds. "Of the ſilver taken at this time," ſays Voltaire, "ſome money was coined, the legend of which was the word FINISTERRE, which ſerved both as a flattering remembrance of the victory, and an encouragement to the people: it was a glorious imitation of the ancient cuſtom among the Romans, of engraving in this manner on their current money, the moſt remarkable events of their empire *.

On their return to London, vice-admiral Anſon was created a peer, by the title of lord Anſon, baron of Soberton, in the county of Southampton; and rear-admiral Warren was inveſted with the order of the Bath.

Theſe honours were ſoon followed by a general promotion of naval officers, when Sir Chaloner

* Siecle de Louis XV. chap. 28.

Ogle,

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Ogle, James Steuart, Eſq; and the honourable George Clinton, Eſq; were appointed admirals of the white; William Rowley, William Martin, and Iſaac Townſhend, Eſqrs. admirals of the blue; Henry Medley, Eſq; lord Vere Beauclerk, and lord Anſon, vice-admirals of the red; Perry Mayne, Eſq; and Sir Peter Warren, vice-admirals of the blue; Edward Hawke, William Chambers, and Charles Knowles, Eſqrs. rear-admirals of the white; and the honourable Edward Boſcawen, Eſq; rear-admiral of the blue.

The Britiſh cabinet now diſcovered a degree of vigilance to which they had been ſtrangers during the war. Before this blow had been ſtruck, the lords of the admiralty had appointed another ſquadron to intercept a large fleet of French merchantmen, which were homeward bound from St. Domingo; the command of which expedition was given to captain Fox, in the Kent. He had with him,

The Kent, ſeventy guns.
Hampton-Court, ſeventy.
Eagle, ſixty.
Lion, ſixty.
Cheſter, fifty.
Hector, forty-four.
With the Pluto and Dolphin, fireſhips.

The commodore ſailed on the 10th day of April, and took his ſtation in the bay of Biſcay, and on the 20th day of June at four in the morning, they appeared in ſight, being then in the latitude of 47 deg. 18 min. north; Cape Ortegal in Galicia, the moſt northern promontory in Spain, bearing ſouth-eaſt. This fleet conſiſted of one hundred and ſeventy ſail, and was convoyed by Monſieur du Bois de la Motte. He had with him the Magnanime, ſeventy-four guns, the Alcide, ſixty-four, the Arc

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Arc en Ciel, fifty-eight, and the Zephyr, thirty-ſix. The French were to windward, but the Britiſh ſquadron chaſed them the whole day, and at night the French men of war were diſtant from the Kent about two leagues, but the Engliſh ſhips having been two months out of harbour, were foul and ſickly, ſo that they could gain but little upon the French men of war, although they had all their ſails ſet, and the French were under their top-ſails and fore-ſails. On the evening of the 21ſt they began to gain upon the enemy, when the French ſpread their main-ſails, and top-gallant-ſails, and went away without making any ſignal either by light or gun, and in the night got clear off. The merchant-ſhips were now left defenceleſs; the Engliſh ſhips therefore purſued them and took ſeveral. The 23d a great many more fell into their hands. Some of the ſhips that eſcaped from theſe purſuers fell into the hands of Sir Peter Warren, who had ſailed from Plymouth on the 6th day of June, with a ſquadron to intercept ſuch ſhips as might eſcape from commodore Fox. The whole amount of the captures made in theſe ſucceſsful expeditions, was as follows:

A LIST

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A List of French *Ships, homeward bound from* St. Domingo, *taken by his Majesty's Ships, and brought into Port.*

French Ships Names.	Tons.	Men.	Lading.	By what Ship taken.
La Marie Susanne	120	15	sugar, indigo, cotton and coffee	Kent.
La Fortune	150	27	sugar, indigo, coffee and hides	
L'Esperance	400	66	sugar and indigo	
Le Jeune Isaac	300	27	sugar, indigo, coffee and hides	
L'Industrie	200	17	sugar, indigo and hides	Advice.
La Flora	320	28	sugar, coffee, indigo and hides	
Le Vainqueur	200	23	sugar and coffee	
Le St. Esprit	500	130	sugar, indigo, cotton and coffee	
L'Atlas	380	44	sugar, indigo and coffee	
Verge de la Garde	300	27	sugar, coffee, indigo and hides	
Le Pontcaru	350	29	sugar, coffee and indigo	
Le Magnifique	100	12	sugar, coffee and indigo	Lion.
Le Pere de Famille	160	13	sugar, indigo and cotton	
La St. Anne	96	7	sugar and coffee	
Le San	150	8	sugar	
Notre Dame de Grace	400	44	sugar, indigo and coffee	Oxford.
St. Malo	370	36	sugar, coffee and indigo	Eagle.
		12	dead in the passage.	
Europa	350	30	sugar, coffee and indigo	
		10	dead in the passage.	
Charlotta	150	24	sugar, coffee, indigo, cotton and hides	
St. Clare	100	20	sugar, coffee and indigo	
Marshal de Saxe	120	22	sugar and indigo	
L'Esperance	120	20	sugar, coffee and indigo	

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French Ships Names.	Tons.	Men.	Lading.	By what Ship taken.
Neceſſaire	450	65	ſugar and coffee	Hector, and Dolphin fire-ſhip.
St. Mathiew	380	34	ſugar, coffee and indigo	
Famille	190	13	ſugar, coffee and indigo	
La Reine d'Anges	175	21	ſugar, coffee, indigo and leather	
La Belle Judith	160	24	ſugar	Of theſe prizes, 1 taken by the Kent, 5 by the Lion, 4 by the Cheſter, 1 by the Falcon ſloop, 1 by lieutenant Storack, of the Cheſter, as he was bringing the St. Clair privateer (taken by the Falcon ſloop) into Plymouth, 4 by Sir Peter Warren's ſquadron.
Duc de Villeroy	250	26	ſugar	
Perfect	350	40	ſugar	
Juſtice	270	25	ſugar and indigo	
Two Siſters	150	22	ſugar and indigo	
St. Joſeph	120	11	ſugar and hides	
Matharicelle	260	26	ſugar	
Society	230	men left	her. ſugar.	
Vigilant	230	29	ſugar and coffee	
Louiſburgh	135	13	ſugar, cochineal, indigo and coffee	
L'Amiable Martha	300	men left	her. ſugar and indigo	
Neptune	150	18	ſugar	
Claſſar	130	20	ſugar	
Laurieta	130	20	ſugar	
Catherine	135	men left	her. indigo and ſugar	
Printemps	300	ditto	ſugar and indigo	
Le Petite Fond	100	19	ſugar and hides	Hampton-Court.
Reine Marie	180	21	ſugar	
Paix	250	23	ſugar	
Triumphant	300	35	ſugar, indigo and coffee	
Le Charles Auguſte	350	57	ſugar, coffee, indigo and hides	
S. Reine	180	17	ſugar	Advice.

48 in all.

After

After three years of languid war, the deſtruction of the French navy and commerce was now to be effected by a rapid ſucceſſion of victories. A very large fleet of French merchant-ſhips, conſiſting of two hundred and fifty-two ſail, were aſſembling at the Iſle of Aix, to proceed from thence to the Weſt-Indies; they were eſcorted by the following ſtrong ſquadron of men of war.

Ships.	Commanders.	Guns.	Men.
L'Intrepide	Count de Vandreuil	74	686
Le Trident	M. Demblimont	64	650
Le Terrible	Count Dugue —	74	686
Le Tonant	M. de Letendeur, Chef d'Eſcadre	80	822
Le Monarque	M. de Bedoyerre	74	686
Le Severn	M. Durouret	56	550
Le Fougeux	M. Duvigneau	64	650
Le Neptune	M. Fromenturre	70	686
		556	5416

The French commander had alſo another ſhip, called the Content, of ſixty guns and five hundred men, belonging to the Eaſt-India Company, and many frigates from thirty-ſix guns downwards.

No ſooner was intelligence of this fleet received by the Britiſh miniſtry, than the lords of the admiralty cauſed a fleet to be got ready to intercept them alſo; the command of which was given to rear-admiral Hawke, whoſe force was as follows, viz.

Ships.	Commanders.	Men.	Guns.
Devonſhire	Rear-admiral Hawke, Captain Moore	550	66
Kent	—— Fox	480	64
Edinburgh	—— Cotes	480	70
Yarmouth	—— Saunders	500	64

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Ships.	Commanders.	Men.	Guns.
Monmouth	Captain Harriſon	480	70
Princeſs Louiſa	—— Watſon	400	60
Windſor	—— Hanway	400	60
Lion	—— Scot	400	60
Tilbury	—— Harland	400	60
Nottingham	—— Saumarez	400	60
Defiance	—— Bently	400	60
Eagle	—— Rodney	400	60
Glouceſter	—— Durell	300	50
Portland,	—— Stevens	300	50
		5890	854

This fleet ſailed from Plymouth on the 9th day of Auguſt, and continued to cruiſe for ſome time on the coaſt of Bretagne. The whole French fleet ſat ſail from the Iſle of Aix on the 6th day of October, with an eaſt-north-eaſt wind, which ceaſing, they were obliged to anchor in the road of Rochelle, from whence they ſailed the next morning, and made for the latitude of Belle-Iſle on the ſouthern coaſt of Bretagne, where they arrived on the 10th, then ſtretching ſail from the land.

On the 14th at ſeven in the morning, the Engliſh fleet being in latitude forty-ſeven deg. forty-nine min. north, and longitude from Cape Finiſterre one deg. two min. weſt, the Edinburgh made a ſignal for ſeeing ſeven ſail in the ſouth-eaſt quarter, upon which rear-admiral Hawke immediately made the ſignal for all the fleet to chaſe; about eight he ſaw a great number of ſhips, ſo crouded that he could not count them; but at ten he made a ſignal for forming a line of battle a-head. The French commodore, when he firſt ſaw the Britiſh ſquadron in the horizon, making ſwiftly after him, took them

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them for ſome of his own fleet; but when he diſcovered what they were, he threw out a ſignal for the merchantmen to make the beſt of their way, and at the ſame time made a ſignal for the men of war to form the line of battle; the Intrepide, Trident, and Terrible compoſed the van, the Tonant, and Monarque the centre, and the Severn, Fogueux, and Neptune the rear. It was of the laſt importance that this line ſhould form immediately; but the preſervation of the merchant ſhips being the principal object, it was neceſſary to leave intervals; ſo that before they could all paſs through, a conſiderable time was elapſed, during which admiral Hawke made his diſpoſitions; and diſcovering that the eſcape of the convoy was their chief intention, made the ſignal for chaſing before the line was formed, and in half an hour, obſerving that the headmoſt ſhips were within a proper diſtance, he made the ſignal to engage, which was immediately obeyed. The Lion and Princeſs Louiſa began the engagement about a quarter before twelve, paſſing through a terrible fire, from the rear to the van of the French, who had the weather-gage, they were followed by the reſt of the ſhips as they came up; the Lion, Louiſa, Tilbury, Eagle, Windſor, and Yarmouth behaved with the greateſt intrepidity, and the French received them with the utmoſt bravery. Rear-admiral Hawke received ſeveral fires at a diſtance before he could get near enough to engage the Severn, which he ſoon ſilenced, and left to be taken up by the frigates a-ſtern. Then perceiving the Eagle and Edinburgh to be ſomewhat diſabled by the Tonant, kept as near the wind as poſſible in order to aſſiſt them; but the attempt was fruſtrated by the Eagle's falling twice on board the Devonſhire, having had her wheel ſhot to pieces, all the men at it killed, and all her braces

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braces and bowlings gone, which forced the rear-admiral to leeward, and prevented his attacking either the Monarque or Tonant, within any diſtance to do execution. He however attempted both, eſpecially the latter; but while he was engaged with her, the breechings of all the lower deck guns of the Devonſhire broke, and the guns flew fore and aft, which obliged her to ſhoot a-head, becauſe her upper and quarter-deck guns could not reach the Tonant. Captain Harland in the Tilbury, obſerving that the Tonant fired ſingle guns at the Devonſhire, with a view to diſmaſt her, tacked and ſtood in between her and the Devonſhire, and gave her a very ſmart fire. By this time the new breechings were all ſeized on board the Devonſhire, and ſhe was got almoſt along ſide of the Trident of ſixty-four guns, which the rear-admiral immediately engaged, and ſoon ſilenced by a very briſk fire; but obſerving the Kent, which appeared to have received little or no damage, at ſome diſtance a-ſtern of the Tonant, he flung out the ſignal for captain Fox to make ſail a-head and engage her. The admiral alſo ſeeing ſome of his ſquadron at that time not ſo cloſely engaged as he could wiſh, made the ſignal for coming to a cloſe engagement; and ſoon after the Devonſhire got within muſket ſhot of the Terrible, who ſtruck her colours at ſeven o'clock at night, as the Trident had done before. In the mean time captain Saunders in the Yarmouth, lay two hours cloſely engaged with the Neptune, which had one hundred men killed, and one hundred and forty wounded, and had loſt almoſt all her maſts before ſhe ſtruck, which ſhe did about four o'clock. The Monarque, Fougueux, and Severn, ſurrendered about the ſame time.

During the heat of the action, the Intrepide tacked about

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Engraved for Hervey's Naval History.

Vol.V Book VII Ch.5.

Sr. CHARLES SAUNDERS, K.B.

Admiral of the Blue, Lieut.t General of the Marines,

Elder Brother of the Trinity House.

Died 1775, aged 60.

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about towards the Tonant, and paſſed through the midſt of the Britiſh ſhips firing on both ſides. As ſoon as ſhe came up with the Tonant, ſhe got under her ſtern, and thoſe two ſhips maintained a fight for half an hour with the Britiſh ſhips that aſſailed them. Captain Saunders in the Yarmouth, being enraged to ſee the French admiral and the Intrepide getting away, propoſed to Captain Saumarez in the Nottingham, and Captain Rodney in the Eagle, who were within hail, to purſue them. The meaſure was ſo perfectly conſonant with the inclinations of theſe two gallant officers, that the three Britiſh ſhips bore down immediately on the flying Frenchmen, and engaged them almoſt an hour; but Captain Saumarez being unfortunately killed by a ſhot from the Tonant, the Nottingham hauled her wind, which gave the French an opportunity of eſcaping under favour of the night; when they proceeded to a ſmall port one hundred leagues weſt of Uſhant, where they repaired their ſhattered ſhips, and ſoon after returned to Breſt, having loſt upwards of two hundred men on board the Tonant and Intrepide.

As ſoon as the Terrible, Monarque, Neptune, Trident, Fogueux, and Severn had ſtruck, and it beginning to grow very dark, admiral Hawke thought proper to bring to for that night. And as it was not poſſible to diſpatch any ſhips after the convoy, he manned and victualled the Weazle ſloop, and ſent her expreſs to commodore Legge, who commanded the ſquadron ſtationed about the leeward iſlands, with an account of what had happended, by which means ten of the merchantmen were taken.

The French had above eight hundred men killed and wounded, and three thouſand three hundred taken priſoners. Among their ſlain was M. Fromentierre,

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mentierre, who commanded the Neptune; and the French commodore received a violent contuſion on the right ſhoulder, and another on one of his legs. We had one hundred and fifty-four men killed and five hundred and fifty-eight wounded; the only officer of deſtinction which we loſt was the brave captain Saumarez, who was firſt lieutenant to commodore Anſon, during the latter part of his voyage round the world; and being trained by that able commander, he became, what all the other officers who ſerved in that expedition have proved, a very ſkilful and a very brave ſeaman. A plain monument is erected to his memory in Weſtminſter Abbey *.

Rear-admiral Hawke arrived with his ſix prizes at Portſmouth on the 31ſt day of October, and was

* The inſcription on this monument is as follows:

Orbe Circumcincto.

Sacred to the memory of Philip De Saumarez, Eſq. One of the few whoſe lives ought rather to be meaſured by their actions than their days. From ſixteen to thirty-ſeven years of age he ſerved in the navy; and was often ſurrounded with dangers and difficulties unparalleled: always approving himſelf an able, active, and gallant officer. He went out a lieutenant on board his majeſty's ſhip the Centurion, under the auſpicious conduct of commodore Anſon, in his expedition to the South Seas; he was commanding officer of the ſaid ſhip when ſhe was driven from her moorings at the Iſland of Tinian.

In the year 1746, being captain of the Nottingham, a ſixty gun ſhip, he (then alone) attacked and took the Mary, a French ſhip of ſixty-four guns. In the firſt engagement the following year, when admiral Anſon defeated and took a ſquadron of French men of war and Indiamen, he had an honourable ſhare; and in the ſecond under Admiral Hawke, when the enemy after an obſtinate reſiſtance was again routed, in purſuing two ſhips that were making their eſcape, he glorioufly but unfortunately fell.

He was the ſon of Matthew de Saumarez of the iſland of Guernſey, Eſq; by Ann Durell of the iſland of Jerſey, his wife.

He was born November 17, 1710; killed October 14, 1747.
Buried in the old church at Plymouth,
With all the honours due to his diſtinguiſhed merits;
And this monument is erected out of
Gratitude and affection
By his brothers and ſiſters.

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ſoon after created a knight of the Bath, for his gallant behaviour *.

Nothing can ſhew the vain-glorious ſpirit of the French nation in a ſtronger light, than the romantic account of this battle, which was publiſhed by authority. In order to raiſe their own proweſs to the higheſt pitch, they repreſented the Britiſh fleet as conſiſting of twenty-three line of battle ſhips, and the number of cannon and ſmall ſhot which they ſpeak of having expended, is prodigious. The French officers are certainly brave, but their vanity is ſtill more conſpicuous than their courage.

Admiral Hawke in his diſpatches expreſſed himſelf very pointedly with reſpect to the backwardneſs of captain Fox, in the Kent, to engage, and deſired that a court-martial might be appointed to enquire into his conduct. One was thereupon held at Portſmouth, on the 25th day of November following. Sir Peter Warren, preſident, aſſiſted by rear-admirals Oſborne, Forbes, and Chambers; and the captains Martin, Parry, Harriſon, Prett, Keppel, Jelfe, Delangle, Weſt, Dennis, and Pratten. The charge againſt him read by the judge-advocate, was, that he did not come properly into the fight, nor do his utmoſt to engage, diſtreſs, and damage the enemy, nor aſſiſt his majeſty's ſhips who did. The witneſſes in ſupport of the charge were, captain Watſon, of the Louiſa, captain Coats, of the Edinburgh, captain Saunders of the Yarmouth, and captain Rodney, of the Eagle; which laſt depoſed, that he was engaged between two fires, when captain Fox could eaſily have come to his aſſiſt-

* Our blunt Britiſh tar in the advice which he ſent to the admiralty of this action, ſays, "As the enemy's ſhips were large, except the Severne, they took a great deal of drubbing, and loſt all their maſts, excepting two, who had their foremaſts left."

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ance, but did not. On the other hand, the captain called a number of witneſſes who were unanimous in atteſting, that he diſcovered every appearance of perſonal courage during the action. So contradictory was the evidence on both ſides, that whilſt one ſwore that the Kent did not engage but at a great diſtance, the other went to prove that ſhe engaged the Fougueux three quarters of an hour, within muſket and piſtol-ſhot, till ſhe ſtruck; that the Kent then ſhot a-head, and engaged the Tonant for half an hour, and carried away her main-top-maſt; when the Kent forged a-head, her braces, preventers, and hoppers, being all ſhot away. The trial continued till the 21ſt day of December, when the court gave their opinion that part of the charge was proved: that captain Fox had been guilty of backing his mizen-top-ſail, and leaving the Tonant, contrary to the 11th and 12th articles of war. They acquitted him, at the ſame time of the charge of cowardice; but becauſe he paid too much regard to the advice of his officers, contrary to his better judgment, the ſentence was, that he be diſmiſſed from the preſent command of the Kent. This officer had been ten years a captain in the navy, during which time his conduct was unimpeached; his majeſty therefore ſoon reſtored him to his poſt, and in Auguſt 1749, promoted him to the rank of a rear-admiral.

In the Mediterranean vice-admiral Medley commanded; and having been re-enforced in the ſpring of the year by ſome ſhips under the command of rear-admiral Byng, his fleet conſiſted of the following men of war:

	Guns.		Guns.
Barfleur	90	Bedford	70
Carolina	80	Eſſex	
Dorſetſhire		Royal Oak	

Norfolk

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	Guns.			Guns.
Norfolk, Ruſſel, Somerſet, Torbay	80	Dunkirk, Rupert, Superbe	—	60
		Colcheſter, Litchfield	—	50
		Beſides Frigates.		

With this force he continued to block up the Spaniſh fleet in the harbour of Carthagena; he alſo aſſiſted the Auſtrian general on the coaſt of Villa Franca, and was very vigilant in intercepting all ſuccours intended for the Genoeſe. Admiral Medley died on the 5th day of Auguſt, when the command devolved on rear-admiral Byng, who purſued the ſame plan of conduct as his predeceſſor had done.

The trade-ſhips to North America being under the convoy of the Warwick, of ſixty guns, captain Erſkine, and the Lark, of forty guns, captain Cruikſhanks; theſe two ſhips fell in with the Glorioſo, a Spaniſh ſhip, of ſeventy-four guns, and ſeven hundred and fifty men, off the Weſtern Iſlands, on the 14th day of July. She had ſailed from the Havannah, with an immenſe treaſure on board, and muſt have fallen a prize to the Engliſh ſhips had each commander done his duty. Captain Erſkine in the Warwick, attacked her with great intrepidity, and fought until his ſhip was entirely diſabled; but being unſuſtained by his conſort, he was obliged to haul off, and the Glorioſo arrived in ſafety at Ferrol. There the ſilver was landed, and ſhe proceeded on her voyage to Cadiz. In her way thither, on the 7th day of October, ſhe was met by the King George, Prince Frederic, Duke, and Princeſs Amelia privateers; the two former of whom engaged her for three hours, but without ſucceſs. The next morning two large ſhips appeared, and proved to be Engliſh men of war. The firſt that came up

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was the Dartmouth, of fifty guns, captain James Hamilton, a gallant youth, who, notwithſtanding his inequality of force, engaged her without waiting to deliberate upon it; but in the heat of the action, his ſhip, accidentally taking fire, was blown up. The Prince Frederick inſtantly put out her boats, but could only ſave a lieutenant, (Mr. Obrien) and eleven fore-maſt-men. By this time the ſecond ſhip had come up, which proved to be the Ruſſel, captain Buckle, from the Straits; but to him the Spaniard did not ſtrike until a warm engagement had enſued.

In the Eaſt-Indies commodore Griffiths protected Fort St. David's, and the other Britiſh ſettlements, from the deſigns which the French had formed againſt them, but his ſtrength was not ſufficient to enable him to undertake any enterprize of importance againſt the enemy; the miniſtry of England therefore, who were now rouſed from their long lethargy, reſolved to equip a freſh armament; which, in addition to the force already there, ſhould be able to retrieve the diſgrace which Great Britain had ſuffered in that quarter of the world, and to diſpoſſeſs the French of their valuable ſettlement of Pondicherry. For this purpoſe ſeveral independent companies were raiſed, and in the ſequal embarked on board a ſtrong ſquadron, the command of which was given to the honourable rear-admiral Boſcawen, an officer of tried bravery, and very ſuperior knowledge in naval affairs.

In the courſe of the year 1747, the Britiſh cruiſers were ſo alert and ſucceſsful, that they took ſix hundred and forty-four prizes from the French and Spaniards, whereas the loſs of Great Britain in the ſame time, did not exceed five hundred and fifty.

Some of the moſt conſiderable engagements between ſingle ſhips during this year are the following: In the month of Auguſt, the Viper ſloop fell in

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in with the Hector, a South-ſea ſhip of ſix hundred tons, twenty-eight guns, and fifty-ſix men, in lat. 46. 30.—34 leagues, N. E. of Uſhant, and after engaging her an hour and a half, ſhe ſtruck. She had about ſeven thouſand pounds in ſpecie on board, but had put on ſhore at the Canaries two hundred thouſand pounds.—In the ſame month, the hon. captain Barrington in the Bellona, fell in with a French outward-bound Eaſt-Indiaman, named the Duke de Chartres, of ſeven hundred tons, thirty guns, and one hundred and ninety-five men, within three leagues of Uſhant, when after an engagement of two hours ſhe ſtruck. She was laden with beef, flour, brandy, wine, and oil, and had on board three mortars, and a great number of ſhells.—The Tyger, and Tygreſs privateers, of Briſtol, the former of which was commanded by captain Siex, fell in with the Conquerant, a Spaniſh privateer of twenty guns, and two hundred and twenty men, and two French privateers of twenty-ſix, and twenty guns, which they obliged to ſtrike, and brought them ſafe into port. For which ſervice the merchants preſented captain Siex with a valuable piece of plate.—The Royal Family privateers of Briſtol, took a valuable Spaniſh prize, called the Nympha, which, however, was forced a-ſhore off Beachy-head in a violent ſtorm; but the gold on board her, with other valuable effects, were ſaved.

Although the parliament had now continued to ſit no more than ſix years, yet his majeſty thought fit to exerciſe the power with which the conſtitution had inveſted him, and to diſſolve that houſe of commons, and call a new one. Accordingly on the 8th day of June, a proclamation was iſſued for diſſolving the parliament and choſing another houſe of commons. On the 20th day of July, the earl of Sandwich embarked for Holland, having been appointed, together with Sir Thomas Robinſon, a plenipotentiary

plenipotentiary on the part of Great Britain, to ſettle the terms of a general peace; for which purpoſe the belligerent powers nominated miniſters, to aſſemble at Aix-la-Chapelle.

On the 10th day of November, both houſes of Parliament aſſembled at Weſtminſter. The commons unanimouſly elected Mr. Onſlow their ſpeaker. On the 12th his majeſty delivered his ſpeech from the throne, in which he congratulated his parliament on the ſignal ſucceſſes of the Britiſh navy, and the happy alteration in the government of the United Provinces. He informed them that a congreſs would ſoon be opened at Aix-la-Chapelle, to concert the means for effecting a general peace, and reminded them that nothing would more conduce to the ſucceſs of this negotiation than the vigour and unanimity of their proceedings. The addreſſes from both houſes ecchoed back the ſentiments of the ſpeech, and the moſt cordial agreement prevailed between the king and his parliament. This new houſe of commons were not leſs liberal in their grants than their predeceſſors: forty thouſand ſeamen were voted, and ſixty thouſand five hundred land forces, including eleven thouſand five hundred marines. They continued the ſubſidies to the queen of Hungary, the czarina, the king of Sardinia, the electors of Mentz and Bavaria, the Heſſians, and the duke of Wolfenbuttle, amounting to about a million and a half: they granted the ſum of two hundred thirty-five thouſand, ſeven hundred and forty-nine pounds, two ſhillings and ten-pence *, to the provinces of New-

* The proportion was as follows, viz.

	£.	s.	d.
Maſſachuſet's Bay	183,649	2	7
New Hampſhire	16,355	13	4
Connecticut	28,863	19	1
Rhode Iſland	6,332	12	10
James Gibſon	547	15	10
	235,749	2	10

England,

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England, to reimburſe them the expences of reducing Cape Breton; and about one hundred and fifty-two thouſand pounds were given to the Scottiſh claimants, in lieu of their juriſdiction. The whole of the ſupplies for the year 1748, amounted to very near nine millions, of which the greater part was raiſed on a loan by ſubſcription, chargable on a new ſubſidy of poundage, exacted from all merchandize imported into Great Britain. In this ſeſſion the practice of inſuring French and Spaniſh ſhips at London, being deemed the ſole circumſtance that prevented a ſtagnation of commerce in thoſe countries; it was therefore prohibited by law, under ſevere penalties: and this ſtep of the Britiſh parliament was probably a means of accelerating the treaty of peace. Several other prudent meaſures were taken in the courſe of this ſeſſion for the benefit of the public; and among theſe we may reckon an act for encouraging the manufacture of indico in the Britiſh plantations of North America; an article, for which Great Britain uſed to pay two hundred thouſand pounds yearly to the ſubjects of France. The ſeſſion was cloſed on the 13th day of May, when the king informed both houſes that the preliminaries of a general peace were actually ſigned at Aix-la-Chapelle by the miniſters of Great Britain, France, and the United Provinces; and that the baſis of this accommodation was, a general reſtitution of the conqueſts which had been made during the war. Immediately after the prorogation of parliament, his majeſty ſet out for his German dominions, after having appointed a regency to rule the realm in his abſence *. But firſt he made ſeveral naval promotions in conſequence of which the liſt of admirals ſtood as follows:

* Smollet's Hiſtory of England, Vol. XI. p. 295.

Admiral

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Admiral of the Fleet.
Sir John Norris.
Admirals of White.
Sir Chaloner Ogle,
James Steuart, Esq;
Hon. Geo. Clinton,
Wm Rowley, Esq;
Admirals of Blue.
Wm Martin, Esq.
Isaac Townshend, Esq;
Lord Vere Beauclerk,
George Lord Anson.
Vice-Adm. of Red.
Perry Mayne, Esq;
Sir Peter Warren,
Hon. John Byng.
Vice-Adm. of White.
Henry Osborne, Esq;
Hon. Fitz. Hen. Lee,
Thomas Smith, Esq.
Vice-Adm. of the Blue.
Thomas Griffin, Esq;
Sir Edward Hawke.
Rear-Adm. of Red.
Wm Chambers, Esq;
Cha. Knowles, Esq;
Rear-Adm. of White.
Hon. John Forbes,
Hon. Edw. Boscawen.
Rear-Adm. of the Blue.
Robert Mitchel, Esq;
Charles Watson, Esq;

As the duke of Bedford succeeded the earl of Chesterfield as secretary of state, the earl of Sandwich was appointed first lord of the admiralty, and John Stanhope, Esq; filled up the vacancy at that board.

Notwithstanding the ministry were thoroughly disposed to accede to terms of peace, yet the voice of the nation called for a continuance of the war. The naval strength of France was now so greatly reduced, that nothing but vigilance and spirit on the part of Great Britain was wanting to annihilate the commerce of that enterprizing rival, and to subdue their settlements in every quarter of the world. The naval strength of Great Britain had increased during the conflict, and the wealth of Spain was likely to be made our own: the house of Bourbon had no force capable of repelling our attacks. The ministry on the other hand had different objects in view. France had been as successful in Flanders as England had been

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at ſea; and in order to check her progreſs there, an army of thirty-ſeven thouſand Ruſſians was taken into pay, which would render the allies ſuperior in force to their adverſary. But they dreaded the great abilities of marſhal Saxe, and wiſhed ardently to terminate the war on the continent, where there was every thing to loſe and nothing to gain. Such was the ſituation, and ſuch were the views of the contending powers at the beginning of the year 1748.

In the Weſt-Indies rear-admiral Knowles commanded in the Jamaica ſtation; his ſquadron conſiſted of the following ſhips:

Ships.	Commanders.	Men.	Guns.
Cornwall,	Rear-admiral Knowles, Captain Chadwick	600	80
Plymouth	—— Dent	400	60
Elizabeth	—— Taylor	400	64
Canterbury	—— Brodie	400	60
Strafford	—— Rentone	400	60
Warwick	—— Innes	400	60
Worceſter	—— Andrews	400	60
Oxford	—— Toll	300	50
Weazel and Merlin ſloops.			

With this force he ſailed from Port Royal harbour on the 13th day of February, having on board a detachment of two hundred and forty men, from the regiment commanded by governor Trelawney, who accompanied the admiral in the expedition, with a deſign to attack the Spaniards at St. Jago de Cuba; but the winds continuing to blow from the north, the ſhips could not by any means approach that iſland; it was therefore agreed to make an attempt upon the French at Port Louis, on the ſouth ſide of Hiſpaniola, or as it is more generally called St. Domingo, where the admiral arrived on the 8th day of March; and in the afternoon of the

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ſame day, his ſhips drew up within piſtol-ſhot of the walls. This place was defended by a ſtrong fort, mounting ſeventy-eight guns, and had ſix hundred men, commanded by M. de Chaleaunoye. The garriſon played furiouſly upon the ſhips all the time they were advancing, which was not returned until they had got into their ſtations, and were moored in a cloſe line a-head, when they returned the ſalute, and repaid their favours with intereſt. Captain Rentone in the Strafford, was killed by a ſhot which took off his thigh, before the ſhip came to an anchor. The engagement now became warm on both ſides, in the midſt of which the beſieged ſent out a fire-ſhip with a deſign to drop on board the Cornwall or the Elizabeth, but their intentions being obſerved, boats were manned, which towed her off, notwithſtanding the French muſketry played upon them very ſharply. They likewiſe took two veſſels, which were prepared for fireſhips. For three hours this furious cannonading between the ſhips and the fortreſs continued, when at length the French were unable any longer to ſtand to their guns, which were no ſooner ſilenced than the admiral ſummoned the governor to ſurrender. Terms of capitulation were ſettled that evening, by which the fort was ſurrendered to his Britannic majeſty, and the whole garriſon engaged not to ſerve againſt Great Britain or her allies for the term of one year; both ſoldiers and officers were permitted to march out with their arms, colours flying, and drums beating; but without cannon, mortars, or any ammunition whatever. All the officers were allowed to carry ſuch baggage as they pledged their honour for being their own, but ſubject to inſpection if that ſhould be thought neceſſary. All negroes and mulattoes that ſerved the officers were ſecured to them, but all others that were in the fort were to be

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be delivered up as the property of the captors, together with the fort, and all the cannon, munitions and appurtenances. Theſe ſtipulations being mutually agreed to, the Britiſh troops marched into the town that evening. The garriſon had one hundred and ſixty men killed and wounded; the loſs on board the ſhips was only ſeventy killed and wounded. Amongſt the dead was the brave captain Rentone, as already mentioned, and captain Cuſt; the latter went out a volunteer in the expedition.

The rear-admiral found three ſhips, a ſnow, and three privateer ſloops in the harbour, all of which he took poſſeſſion of, but as the fort was deemed of little uſe to the preſent poſſeſſors, the admiral gave orders it ſhould be blown up.

The town of St. Louis was built in the beginning of the preſent century, and lies at the bottom of a bay which forms an indifferent harbour; for the anchorage is very unſafe during the equinoxial gales. The French poſſeſſions on the iſland of St. Domingo, extend one hundred and eighty leagues along the ſea-coaſt, looking towards the north, the weſt and the ſouth. The ſouthern part extends from Cape Tiburon to the point of Cape Beata, which takes in about fifty leagues of the coaſt, which is more or leſs confined by a ridge of mountains, which run lengthways from eaſt to weſt along the whole iſland.

Admiral Knowles after having ſettled the conditions for the ſecurity of the town, proceeded to put in execution his firſt deſign againſt St. Jago de Cuba; and it ſhould ſeem that new ſentiments had been adopted concerning the manner of attacking that ſettlement ſince admiral Vernon commanded in the Weſt-Indies: then it was thought impregnable from the ſea *, but now it was reſolved to attack

* See page 152.

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it with the fleet. On the 5th day of April, admiral Knowles arrived with his fleet off the harbour. Captain Dent of the Plymouth, being the ſenior captain, laid claim to the poſt of honour, and therefore inſiſted on going in firſt; he was ſeconded by the Cornwall. As ſoon as he began to advance, he diſcovered a boom laid a-croſs the mouth of the harbour, on the other ſide of which two large ſhips and two ſmall ones were drawn up; theſe were filled with combuſtibles, and ready to be fired and ſent in among the Britiſh fleet, if they ſhould happen to break the boom and enter the harbour. In this ſituation our ſhips fired ſome broadſides at the caſtle, and received ſome ſhot from thence, which killed one or two men on board the Cornwall. Captain Dent ſeeing the deſperate nature of the ſervice in which he was engaged, called his officers together to take their opinions concerning the meaſures proper to be taken. It appeared to them that the ſhips would be expoſed to the moſt imminent danger if they attempted to break the chain: in conſequence of which they relinquiſhed the attempt, and the rear-admiral returned to Jamaica with the fleet.

The admiral was highly diſpleaſed at the conduct of captain Dent, (although nothing but the moſt unwarrantable raſhneſs could have urged him on to ſacrifice the lives of his men, and to riſk the loſs of his ſhip by puſhing forward,) he therefore exhibited a charge againſt him to the board of admiralty when he returned to England; in conſequence of which, captain Dent was tried by a court-martial for miſconduct, of which charge he was honourably acquitted.

The vigilance of admiral Knowles, whilſt on the Jamaica ſtation, ſecured the trade of that iſland from all annoyance; at the ſame time commodore Pocock, who had ſucceeded commodore Legge on the leeward

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leeward ſtation, not only protected the trade to the Caribbee Iſlands, but blocked up the French in Martinico, and reduced them to great extremity. Whilſt admiral Knowles was thus diſcharging his duty as an active officer, his grand object was to intercept the Spaniſh plate fleet from la Vera Cruz, in its way to the Havannah, for which purpoſe he cruiſed with ſix ſhips of war off the Tortudas's bank. In the mean time, the Lenox, captain Holmes, ſailed from Jamaica on the 25th day of Auguſt, with a convoy of merchantmen for England. The rapidity of the current prevented their paſſing through the windward paſſage, ſo that they were obliged to bear away for the gulph of Florida. Whilſt they were purſuing this courſe, on the 29th day of September in the morning, they deſcried ſeven ſail of large ſhips bearing down upon them, which proved to be the Spaniſh fleet, commanded by admiral Riggio. Captain Holmes made a ſignal for his convoy to ſave themſelves in the beſt manner they could, whilſt he ſtood towards the enemy; but when it grew dark, he ſpread all his ſail to reach admiral Knowles, being acquainted with the ſtation he had choſen. The next morning he joined him, and gave advice of what had happened, whereupon the rear-admiral made ſail to meet the Spaniards, and came up with them on the 1ſt day of October in the morning, between the Tortugas and the Havannah. At ſight of each other both ſquadrons prepared for an engagement: they conſiſted of the following ſhips:

The BRITISH SQUADRON.

Ships.	Commanders.	Guns.	Men.
Tilbury,	Captain Powlett,	400	60
Strafford,	—— Brodie,	400	60
			Cornwall

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Ships.	Commanders.	Men.	Guns.
Cornwall,	Rear admiral Knowles, Captain Taylor,	600	80
Lenox, 70 guns, but only 56 aboard,	——— Holmes,	400	56
Warwick,	——— Innes,	400	60
Canterbury,	——— Clarke,	400	60
Oxford,	——— Toll,	300	50
	Total	2900	426

The SPANISH SQUADRON.

Invincible,	Rear-admiral Spinola,	700	74
Conqueſtadore,	Don de St. Juſto,	610	64
Africa,	Vice-admiral Reggio,	710	74
Dragon,	De la Pas,	610	64
New Spain,	Barrella,	610	64
Royal Family,	Forreſtal,	610	64
Galga,	Garrecocha,	300	26
	Total	4150	449

The Spaniſh admiral immediately formed his line of battle, the Invincible leading the van, followed by the Conqueſtadore; the Africa and Dragon in the centre; the New Spain and Royal Family in the rear; and the Galga frigate without the line. Rear-admiral Knowles had formed his diſpoſition, by

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by placing the Tilbury in the van, followed by the Strafford; the Cornwall and Lenox in the centre; the Warwick and Canterbury in the rear; and the Oxford out of the line. Admiral Reggio waited for admiral Knowles, who had the advantage of the wind, but did not make uſe of it till about two o'clock, when the Spaniards began to fire, though at too great a diſtance to do execution; but ſoon after the Engliſh admiral made the ſignal for the Tilbury to bear down upon the enemy; the Straf-ford followed her; the Cornwall edged down cloſe upon the Spaniſh vice-admiral; the Lenox bore down on the Dragon, and about half an hour after two the action began, with a briſk fire on both ſides, though the Spaniards had greatly the advantage, the Warwick and Canterbury being ſo far a-ſtern that they could not fire a ſhot for above two hours. Rear-admiral Knowles being got within piſtol-ſhot of admiral Reggio, diſcharged all his artillery and muſquetry at the Africa, together with eight cohorns; but was ſo warmly received by the Spaniard, that after lying half an hour along ſide of the Africa, he was obliged to fall a-ſtern of his own ſquadron, having loſt his main-top-maſt, and the yard ſhot in two, which rendered him unable to come again into the line. So favourable a beginning flattered the Spaniards with a compleat victory; but the Conqueſtadore having her main-top-ſail-ties ſhot away, was obliged to fall a-ſtern of the Spaniſh ſquadron, where admiral Knowles, who had now refitted his ſhip, bore down and attacked her. The action was long and bloody, in which don de St. Juſto, the Spaniſh captain, was killed; but the ſecond captain, who made a noble defence, did not ſurrender the ſhip, till the granada ſhells had ſet her on fire three ſeveral times, when ſhe ſtruck. At the time that the Cornwall retired out of the

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the line, the Lenox ſhot up into her place, abreaſt of the Spaniſh admiral, where captain Holmes was hotly engaged; having no leſs than three of the Spaniſh ſhips firing upon him above an hour; when the Warwick and Canterbury came up very ſeaſonably to his aſſiſtance. The action was now cloſer and warmer than ever, and continued ſo till eight in the evening, when the Spaniards edged away towards the Havannah, which was but a ſmall diſtance from them: the Britiſh ſhips kept cloſe to them, and did great execution; but the Spaniards at laſt got ſafe into port, except the Conqueſtadore, which was taken, and the Africa, which having loſt her maſts, was forced aſhore by the Lenox, where ſhe was afterwards burnt.

The Spaniards had eighty-ſix men killed, and one hundred and ninety-ſeven wounded in the battle; among the former were don Thomas de St. Juſto, captain of the Conqueſtadore, don Vincent Quintana, ſecond captain of the Africa, with don Pedro Garrecocha, the captain of the Galga, and among the latter was admiral Reggio, with fourteen other officers. The Engliſh had fifty-nine men killed, and one hundred and twenty wounded, but no officer among them.

The Britiſh admiral, after the deſtruction of the Africa, appeared off the Havannah, with the Conqueſtadore, which now made one ſhip in his fleet, braving his enemy in their harbour. Whilſt he continued here, an advice-boat from Old Spain fell into his hands. The information which they received from this ſhip ſpread a general dejection through the fleet, as it brought the unwelcome news that the preliminary articles for a general peace were ſigned, and that all hoſtilities were to ceaſe. The proſpect of poſſeſſing the Spaniſh galleons, now that admiral Reggio and his fleet were defeated, was ſo very

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very promiſing, that every individual had in his own mind reduced it to a certainty, and it was ſuppoſed to have on board forty millions of dollars. Their chagrin was farther heightened, by the intervention of night having prevented them from doing farther execution on the Spaniſh men of war, during the engagement, which moſt probably would have been entirely taken or deſtroyed, by two hours farther continuance of day light.

From theſe cauſes aroſe thoſe ill humours and bickerings that afterwards broke out among the captains, and between them and their admiral. Indeed, when the conduct of the rear-admiral afterwards came to be enquired into by a court-martial, his judges gave it as their opinion, that while admiral Knowles was ſtanding for the enemy, he might by a different diſpoſition of his ſquadron, have began the attack with ſix ſhips, as early in the day as four of them were engaged. He was likewiſe cenſured for continuing his flag on board the Cornwall after ſhe was diſabled, when he ſhould have immediately ſhifted it to ſome other ſhip, in order to have conducted and directed during the action, the operations of the ſquadron entruſted to his care and conduct; but the fulleſt proof was given of his perſonal courage *. This action cloſing the naval

* This court-martial was held on board his majeſty's yacht the Charlotte at Deptford; and continued from the 11th to the 20th days of December, 1749. Admiral Rowley preſided, and the court was compoſed of the following officers of the navy. Sir Edward Hawke, rear-admiral Forbes, captains Thomas Sturton, William Parry, Merrick de L'Angle, Richard Haddock, Matthew Buckle. The court unanimouſly agreed that rear-admiral Knowles fell under part of the fourteenth article of war, and was guilty of *negligence*; and alſo under the twenty-third article. The court therefore unanimouſly adjudged him to be reprimanded, for not bringing up the ſquadron in cloſer order than he did, and not beginning the attack with as great force as he might have done; and alſo for not ſhifting his flag on the Cornwall being diſabled.—The contention which had ariſen between the captains who commanded in this ſquadron, aroſe to ſuch an height, that a duel was fought in Hyde park, between two of them. In this rencounter one loſt his life, the other was indicted for murder, tried at the Old-Bailey, convicted, and received ſentence of death; but his majeſty granted him his free pardon, and afterwards promoted him to the command of a ninety gun ſhip.

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tranſactions of the war, we ſhall now conduct our readers to the other ſection of the globe.

When commodore Griffin arrived in the Eaſt-Indies he ſuperſeded his inactive predeceſſor, and found himſelf at the head of a formidable ſquadron, conſiſting of the York, Princeſs Mary, Exeter, and Medway of ſixty guns, the Harwich, Preſton and Wincheſter of fifty; the Eltham, Pearl, and Medway's prize of forty, and the lively of twenty guns. With this force he blocked up Pondicherry during the whole of the month of Auguſt 1746, and by his diſpoſitions prevented their receiving any ſupplies for a conſiderable time afterwards. He alſo burnt the Neptune man of war in Madraſs road; to compenſate for which the French took the Princeſs Amelia, one of the ſhips belonging to the Engliſh Eaſt-India company, who not knowing of the capture of Madraſs, put in there, the French having conſtantly kept the Engliſh colours flying, in order to draw in ſhips of that nation. This ſtratagem had well nigh deceived many more, who with great difficulty effected their eſcape.

The whole of the year 1747, was paſſed without any material occurrences in the Eaſt. The Engliſh commodore made no attempt either to reduce Pondicherry, or to recover Madraſs. The French had been very aſſiduous in repairing the fortifications of the former of theſe places, where they then mounted one hundred and eighty cannon; they had alſo erected ſix additional forts to flank the exterior works: the magazines and arſenals were well provided; and the garriſon, with the military Indians, formed a body of four thouſand five hundred men. Madraſs was alſo greatly ſtrengthened, ſo as to be capable of withſtanding any force which the Engliſh had in thoſe parts to bring againſt it; ſo that every thing remained quiet expecting the arrival of admiral

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miral Boſcawen, when the tempeſt of war was again to burſt forth. At length, on the 29th day of July, 1748, this brave officer arrived at Fort St. David.

Admiral Boſcawen in his paſſage, had made an attempt to reduce the iſland of Mauritius or Iſle de France. This ſettlement lies in the Indian ocean, between the 19th and 20th degrees of latitude, and about one hundred leagues to the eaſt of Madagaſcar. It was firſt diſcovered by the Portugueſe; after them the Dutch took poſſeſſion of it, but abandoned it after they became poſſeſſed of the Cape of Good Hope; they gave it the name of Mauritius, in honour of prince Maurice their Stadtholder. It then remained uninhabited until the French landed there in 1720. As the commerce from the port of l'Orient to the Eaſt-Indies became conſiderable, it was found neceſſary to eſtabliſh a refreſhing place for the ſhips during their long paſſage; this occaſioned a colony to be ſent to the Mauritius; and that Bourdonnois, whom we have ſeen reduce Madraſs, was the man choſen in 1735, to eſtabliſh the ſettlement.

On the 23d day of July, admiral Boſcawen appeared before this iſland, his inſtructions from the board of admiralty being to attempt the reduction of it in his way to the Coromandel coaſt. He found the French every where prepared to receive him at the entrance of the harbour, which is ſituated on the eaſtern ſide of the iſland, the ſituation of which is naturally well ſuited to repel an enemy. The admiral finding that every avenue which was favourable for landing, was guarded by a battery, ordered out the maſters of the ſix line of battle ſhips, which he commanded, to reconnoitre the weſtern ſide of the iſland. They reported that a reef of rocks run all along about twenty yards from the ſhore, which rendered it impoſſible for boats to approach it.

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Theſe were fatal obſtacles to a deſcent, eſpecially as the wind conſtantly blew out of the harbour, acroſs the mouth of which a large ſhip of two tier of guns lay with her broadſide pointed. A council of war, compoſed of principal ſea and land officers, was then called, in which it was reſolved, to ſend three ten-oared boats, and to endeavour to ſurprize and get a priſoner from the ſhore, who could inform them of the ſtrength of the enemy. The attempt was accordingly made, but it proved ineffectual. The next morning the council again met. When it appeared to them, that as the reduction of the iſland of Mauritius was not the chief deſign of the expedition, and as it appeared to be ſo well defended, an attack muſt be made with conſiderable loſs; they were therefore of opinion that no attempt ſhould be made on the place, but that the ſquadron ſhould proceed to the coaſt of Coromandel, ſo as to begin the operations there before the monſoons ſhifted.

Admiral Boſcawen loſt no time in undertaking the ſiege of Pondicherry. A camp was formed about a mile from fort St. David, where the troops were reinforced by the marines ſerving in the ſquadron of rear-admiral Griffin, by which the army conſiſted of three thouſand ſix hundred and ninety ſoldiers, near four hundred to ſerve the artillery, and two thouſand Indians. Theſe the admiral propoſed to march by land to Pondicherry, while the command of the ſhips was entruſted to captain Liſle of the Vigilant, who was directed to anchor with his whole ſquadron two miles to the ſouth of the place. Captain Pawlet of the Exeter, had been ſent before to anchor off the town, with the Chicheſter, Pembroke, and Swallow ſloop. Aſſiſted by theſe ſhips, he was directed to take the ſoundings wherever his boats could come, to determine how near the ſhips might approach the town. Theſe meaſures

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Engraved for Hervey's Naval History.

Vol. V. Book 7. Chap. I.

Right Honourable

EDWARD BOSCAWEN,

A Lord of the Admiralty and Admiral of the Blue &c.

Died 1761, Aged 50.

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meaſures being taken, all communication by ſea with Pondicherry was effectually cut off. All this time the French ſquadron was cruiſing in the ſtraits of Malacca.

On the 8th day of Auguſt, the army began to march, and approached the town without being much annoyed by the enemy. The garriſon of Pondicherry conſiſted of two thouſand European troops, and three thouſand Indians. Dupleix, who was governor of the place, had taken every precaution to ſtrengthen it both towards the ſea, and where it could be approached by land. As the place had become conſiderable ſince the Dutch made an eaſy conqueſt of it fifty years before *; ſo due attention had been paid to render it a place of defence. As ſoon as admiral Boſcawen approached the town, he detached his grenadiers and piquets with a body of Indians to attack the fort of Aria Coupan, which lies about three miles from Pondicherry, on the ſide of a river from whence it is named. In this attempt they loſt major Goodyer, the commanding officer of the artillery, whoſe knowledge and experience were eſſentially neceſſary to conduct their approaches. On the 13th day of Auguſt, the whole army marched to join the detachment; and in the afternoon eleven hundred ſeamen, whom the admiral had cauſed to be diſciplined on board, and exerciſed in platoons, under the command of captain Lloyd, were landed; theſe mounted guard, and did all other duties with the regular troops. Four twelve and four eighteen pounders being landed, on the 16th at night, a battery of four guns was opened againſt the fort, but through the unſkilfulneſs of the engineers it did no execution. On the 18th another battery, erected by the artillery officers, began to play with

* See Vol. II. page 468.

great

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great ſucceſs. The French made a deſperate ſally, with a view to deſtroy this battery; and having with them ſixty European horſe, they at firſt threw the Britiſh advanced guard into confuſion, but theſe ſoon rallied, and forced the French to retreat with conſiderable loſs, having made the commanding officer of the horſe a priſoner. Soon after this repulſe, one of the French batteries blew up, and deſtroyed one hundred and twenty of their men. The beſiegers now puſhed on their attack with redoubled ſpirit, until at length the fort blew up alſo, immediately upon which the troops ruſhed in.

The admiral was now poſſeſſed of an important poſt, which he loſt no time in repairing. On the 28th he began to land trenching-tools, and other neceſſaries, to break ground before the place, which was begun on the 20th at night. On the 1ſt day of September, the French made a ſally upon the beſieger's intrenchments, with five hundred Europeans and eight hundred Indians, but were repulſed by the advanced guard, which conſiſted only of one hundred men, with conſiderable loſs. In this action M. Paradis, their chief engineer, was mortally wounded. Theſe ſucceſſes encouraged the hopes of the beſiegers; but the ſlow progreſs which the engineers made in completing the batteries, fatally retarded the operations. On the 25th day of September the batteries began to play on the town, but the French had raiſed three faſcine batteries, which played on the trenches of the beſiegers, with conſiderable effect: they were indeed indefatigable in uſing every poſſible means for the defence of the place: by opening ſluices they had formed an inundation in the front of the Britiſh lines, which effectually obſtructed their farther approaches.

Whilſt the ſiege was thus carried on by land, a bomb-ketch was brought in, which played upon

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the citadel night and day. The French were not backward in returning these salutes, and the engineers presently got the length of the vessel so exactly, that she was obliged to discontinue her fire in the day time, and change her station. The obstinate defence made by the besieged, determined the admiral to bring the whole fleet into action; accordingly captain Leslie was ordered to extend the men of war before the town, in line of battle, and pour their broad-sides into the place. At first the French returned their fire very briskly, but soon after discontinued it, while they plied the batteries warmly on the land side. Captain Adams of the Harwich was killed in this attack, having his thigh shot away by a cannon-ball.

As the fire from the ships was found to be ineffectual, and the body of water with which the town was environed, rendered it impossible to storm the place; after every method had been tried to reduce it, without effect, the admiral called a council of war. It appeared that the army was daily weakened by sickness, brought on by the excessive fatigue that the troops endured; the monsoons and rainy season were approaching, and daily expected, when the siege must necessarily be raised, and that with the loss of the artillery and stores. It was farther to be apprehended, that the rivers would thereby be rendered impassable, and the retreat of the army to Fort St. David be cut off; besides which, the fleet would be exposed to the most imminent danger of perishing on the coast. For these reasons it was unanimously resolved to embark the stores and cannon, and raise the siege. On the 6th day of October the army struck their tents and began to march back to Fort St. David, the seamen and the artillery having been previously re-embarked on board the fleet. Such was the unsuccessful

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ceſsful iſſue of this expedition againſt Pondicherry, in which upwards of one thouſand men were loſt. On the ſide of the French, the number deſtroyed was ſomewhat leſs conſiderable; however, five hundred Europeans fell during the ſiege. The Britiſh admiral diſplayed all the abilities of a gallant and experienced commander, but by the iſſue of the ſiege, Du Pleix bore away the wreath of fame. The Indian nations conceived a high opinion of the French, from the ſucceſs which crowned their arms, and they began to grow reſpected in thoſe parts, as the firſt and greateſt of the European powers. But this ſuperiority was of ſhort duration. The court of France was ſo highly pleaſed with the conduct of Du Pleix, that he was inveſted with the grand ribbon of the order of St. Louis; an honour which had never before been conferred on any man out of the military ſervice.

The moſt conſiderable captures made by the Engliſh during the year 1748, were as follow: ſeventeen French ſhips richly laden from the Levant, taken by admiral Byng's ſquadron; the Magnanime, a French man of war, of ſeventy-four guns, and ſix hundred and eighty-ſix men, commanded by the marquis d'Albert, Chef d'Eſcadre, fell in with the Nottingham, captain Harland, and the Portland, captain Stevens, to whom after ſix hours engagement ſhe ſtruck, having forty-five men killed and one hundred and five wounded; the Nottingham had ſixteen killed and eighteen wounded, the Portland only four wounded; the Jaſon, a French Eaſt-India ſhip, of ſeven hundred tons, thirty guns, and one hundred and eighty men, from Port l'Orient to Pondicherry, with ſtores and ammunition, and eight caſes of ſilver, taken by the Saliſbury man of war, captain Edgcombe, and brought into Plymouth; the Grand Biche, a French privateer, of twenty-

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twenty-two guns, and one hundred and ſixty men, which had been very active during the whole war, was taken by the Bellona man of war, captain Campbell; the Tereſa, a Spaniſh regiſter ſhip, from the Havannah, with ſixty thouſand dollars in ſpecie; beſides a very rich cargo, taken near Cadiz, by the Tyger privateer of Briſtol, captain Seix; the St. Victoire, of three hundred and fifty tons, ſixteen guns, ſix pounders, and forty-nine men, with wine, brandy, and bale goods, from Bourdeaux to Canada, taken by the Prince of Orange privateer of Guernſey, of eight carriage guns, and fifty men, captain Veſconte, after a fight of ſeven hours, at the ſecond boarding: the captain received a muſket-ſhot through the thigh, and his lieutenant four balls in his thigh, at the firſt broad-ſide, but both kept the deck and fought to the end. The privateer had two men killed and five wounded; a South Sea ſhip, valued at ſixty thouſand pounds, taken by two Rhode Iſland privateers; another Spaniſh prize, valued at thirty thouſand pounds, was taken by the Port Mahon man of war, and carried into Boſton.

The Spaniards, during the war, loſt one thouſand two hundred and forty-nine ſhips, and the French two thouſand one hundred and eighty-five; amounting in the whole to three thouſand four hundred and thirty-four. The Engliſh loſt one thouſand three hundred and ſixty ſhips, taken by the Spaniards, and one thouſand eight hundred and ſeventy-eight, taken by the French; amounting together to three thouſand two hundred and thirty-eight, being one hundred and ninety-ſix leſs in number than their captures during the whole courſe of the war. Several of the Spaniſh prizes were immenſely rich; many of the French were of conſiderable value; and although the Engliſh loſt ſome ſhips of great value, yet it has been computed that Great Britain gained

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on the balance near two millions during the war. So that although the government was impoveriſhed thereby, individuals were enriched. How much the power of France at ſea had ſuffered in this conteſt, will appear from the following

Liſt of all the French *King's Naval Force at the Peace of* Aix la Chapelle.

Of the Line.

	Guns.
Tonant —	80
Margravine —	80
Intrepide —	74
Eſperance —	74
Duc d'Orleans	74
St. Eſprit —	74
Ferme —	74
Superbe —	74
Jeuſt —	74
Dauphine —	74
Achilles —	74
Centaur —	74
Northumberland	70
Liſs —	70
Solide —	64
Leopold —	64
Content —	64
Toulouſe —	60
St. Louis —	60
Conſtante —	60
Bourbon —	56
Mars —	56
Heureux —	56
Tigre —	56
Arc-en-Ceil —	56
Neptune —	54
Carillon —	54
Brillant —	50
Lacrime —	50
Trito —	50
Aquillon —	50

Frigates.

Argonant —	46
Angleſey, *Eng.*	44
Zephire —	30
Attalante —	30
Votage —	26
Venus —	26
Flore —	20

Of theſe, ſeven were worn out and unſerviceable. One half of the French navy had fallen into the hands of Great Britain during the war, beſides ſuch as had been deſtroyed and loſt.

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The peace was at length concluded, and signed on the 17th day of October. By it all prisoners on each side were to be mutually released without ransom, and all conquests restored. Thereby, whatever had been conquered by France in the Austrian and Dutch Netherlands, was given up to their former possessor; and as it was agreed that the same restitution should be mutually made between Great Britain and France, of all forts or territories subdued during the war, Fort St. George in the East-Indies was restored to the English company; and on the other hand, the island of Cape Breton, and its town and fortress of Louisbourg, were restored to France. The king of Great Britain agreed to send, immediately after the ratification of the treaty, two persons of rank and distinction to reside in France, as hostages, until restitution should be made of Cape Breton, and all the other conquests which his Britannic majesty should have atchieved in the East or West-Indies, before or after the preliminaries were signed. Hereby the assiento contract, with the article of the annual ship, was confirmed for four years, during which the enjoyment of that privilege had been suspended since the commencement of the war: Dunkirk was to remain fortified on the land-side; and, towards the sea, continue on the footing of former treaties. All the contracting powers became guaranties to the king of Prussia, for the duchy of Silesia and the county of Glatz, as he then possessed them; they likewise engaged to secure the empress queen of Hungary and Bohemia, in possession of her hereditary dominions, according to the pragmatic sanction. The other articles regulated the forms and times fixed for their mutual restitution, as well as for the termination of hostilities in every part of the world. But the right of the English subjects to navigate in the American seas, without

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being ſearched, was not once mentioned; though this claim was the original ſource of the differences between Great Britain and Spain*: nor were the limits of Acadia aſcertained, although it had been agreed by the treaty of Utrecht, that commiſſioners ſhould be appointed within two years after the ratification of that compact, who ſhould finally determine that matter; no ſuch adjuſtment had been made, and this point, with all other matters of diſpute between the two nations, were again referred to the ſame vague and imaginary deciſion; which meant, in ſhort, nothing more than to get rid of the ſubject for the preſent: the negotiators on the part of Great Britain had neither penetration enough to diſcover that the foundation for future bloody wars was laid in this ſuperficial manner, of reconciling the jarring intereſts of the two nations, nor patriotiſm ſufficient to excite them to ſecure a permanent peace to their country, by entering into laborious diſcuſſions of her rights. Conſidering the ſuperficial manner, in which queſtions of the utmoſt importance were decided upon, the peace of Aix la Chapelle was rather a ſuſpenſion of arms than the reſtoration of ſtable tranquillity. The treaty of Utrecht had long and juſtly been a ſubject of reproach to thoſe by whom it was negotiated, but the treaty that was now concluded, was, if poſſible, ſtill more deſpicable and erroneous.

We ſhall cloſe the chapter with ſome remarks on the ſtate of commerce, during this period.

The French having conſiderably gained upon England in her trade to the ports in the Levant Seas, partly by the ſhortneſs of the voyage thither from Marſailles, and farther, from their having

* Smollett's Hiſtory of England, Vol. XI. p. 301.

eſtabliſhed

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eſtabliſhed manufactures of ſuch kinds of ſlight woollen cloths, as were ſuited to the climate of the country whither they were exported; theſe having leſs intrinſic value than the cloth manufactured in England, they could afford to ſell at a cheaper rate. Another advantage enjoyed by the French in their trade with the Turks was, that they could ſupply them with ſugar, indico, and other articles of merchandize, on better terms than their rivals. On theſe accounts the Levant trade from Great Britain was found very much to decline; and it became a queſtion much agitated in the year 1744, whether the ſhorteſt way for England's regaining the aſcendency in that very important branch of commerce, would be, to lay the Turkey trade entirely open to all Britiſh ſubjects? In conſequence hereof, a bill was brought into parliament for enlarging and regulating the trade to the Levant Seas; which was founded upon the principle, that the number of traders in an open trade, would enable the Engliſh to underſel the French, and recover the ground which they had gradually loſt. Whilſt this bill was depending, our Turkey or Levant Company, was heard at the bar of the houſe of commons. They readily admitted that their trade was much decayed, but proved to the ſatisfaction of the houſe, that laying that commerce open would not have a tendency to benefit it. The advantages which France poſſeſſed of manufacturing their ſhowey and ſlight cloths with Spaniſh wool, would remain the ſame. They ſtated that the wars, which Peter czar of Muſcovy had waged in Perſia, had put a ſtop to the trade in ſilk, which the Engliſh had formerly carried on from the ports of Aleppo and Smyrna, not leſs than a thouſand bales, worth about one hundred pounds each, having been annually ſent from the province of Ghilaun, through Turkey, which the com-

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company took in barter for their own woolen cloth. This article of trade, as well as rhubarb, is now tranſported through Ruſſia. They repreſented that a decreaſe of one half at leaſt, in the conſumption of ſundry drugs, had been occaſioned by the change of faſhions, as well as in gauls, goats-wool, and mohair-yarn: that the great increaſe of Italian and Spaniſh raw-ſilk alſo leſſens the vent for Turkey raw-ſilk, although thoſe ſilks are bought with ready money; whereas the Turkey raw-ſilk is taken in return for the Britiſh manufactures ſold there. The cauſes of the decline of trade being thus pointed out, the company proceeded to repreſent their claims to protection: that confiding in the royal charters and privileges which had been granted them, they had at a large expence ſupported the charge of an ambaſſador at Conſtantinople; and of conſuls in other parts of Turkey: as alſo in obtaining and renewing the needful capitulations with the Ottoman Port; and alſo in making conſiderable ſettlements at Conſtantinople, Aleppo, Smyrna, and other places, the benefits ariſing from which the bill depending, if paſſed into a law, would entirely deprive them of. Theſe arguments had ſuch weight with the houſe, that the bill was thrown out. The Jews were very active in promoting this bill; therefore, to procure its rejection, the friends of the company induſtriouſly propagated a clamour, that theſe people would, if admitted into this trade when laid open, engroſs it entirely to themſelves, the Jews in Turkey being the agents for the principal people there, and the general brokers for merchants; ſo that by combining among themſelves, they are able very much to influence the prices of merchandize.

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The ſtock and funds of the bank of England at this time, were as follows:

	£.
1. The original capital doubled, and reduced to three per cent. intereſt, is —	3,200,000
2. By cancelling exchequer bills 3d. Geo. I. at 4 per cent.	500,000
3. Purchaſed in the year 1722, of the South Sea Company, at four per cent. —	4,000,000
4. Annuities charged on the ſurplus of the funds of lottery, 1714, at four per cent. —	1,250,000
5. Annuities at four per cent. charged on the duty of coals ſince Lady-day, 1710 —	1,750,000
Total Bank capital —	10,700,000

Beſide the ſeveral three per cent. lottery annuities, transferable at the Bank, viz. of the year 1731, eight hundred thouſand pounds of the year 1742: eight hundred thouſand pounds of the year 1743: one million, eight hundred thouſand pounds of the year 1744: all which annuities are entirely ſeparate and diſtinct from what is known by the name of the capital ſtock of the Bank as above ſtated. Thoſe annuities being entitled to the rate of intereſt ſtipulated by parliament, whereas the capital ſtock of the Bank was entitled to all the benefit of that company's banking, in the fulleſt extent. It is, however, to be obſerved here, that although the above ſum of ten million ſeven hundred thouſand pounds was actually due from the public to the Bank, yet the transferrable capital in the Bank books, as divided

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vided among all their proprietors, was really no more than nine million eight hundred thousand pounds Bank ſtock, there being the ſum of nine hundred thouſand pounds undivided capital remaining in that company's corporate capacity, the intereſt of which was divided among the proprietors. The profits of the company, by banking, aroſe from various tranſactions; ſuch as circulating goverment's Exchequer bills, and by other dealings with the public; by diſcounting merchants bills of exchange; by dealing in foreign bullion, and making temporary loans. By theſe means, the corporation was enabled to divide annually, at this time, five and a half per cent. on their transferrable capital. The yearly profits made by the Bank of England, may be found by the following calculation;

	£.
Dividend made by the Bank of England of five and a half per cent. to the proprietors of 9,800,000l.	539,000
Annual intereſt paid to the Bank by the public, on 3,200,000l. at three per cent. is —	96,000
——On 7,500,000l. at four per cent. is	300,000
Total intereſt received from the Bank of England, from the Public	396,000
Annual profits made —	143,000
	539,000
If from this we deduct the intereſt paid by government on their undivided capital of 900,000l. at four per cent. —	36,000

Then

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	£.
Then the clear annual profits of the Bank, by their money concerns with the public, and by all their other banking concerns, in order to enable them to make a dividend to their ſtock-holders of five and a half per cent. will be when all ſalaries, and every kind of expence is defrayed	107,000

This mode of calculation, will eaſily ſhow the profits made by the Bank of England, at any given rate of intereſt paid on their capital ſtock. In the year 1746, the capital of the Bank was further increaſed by a new loan to government.

The diſcovery of a north weſt paſſage to the ſeas of Japan and China, ſtill continued to be conſidered as an object of national importance, on which account, an act of parliament paſſed in the eighteenth year of king Geo. II. (cap. 17.) for granting a public reward to ſuch perſon or perſons, his majeſty's ſubject or ſubjects, as ſhall diſcover a north-weſt paſſage through Hudſon's ſtraits, to the weſtern and ſouthern ocean of America. Whereby it was enacted, that if any ſhip, belonging to any of his majeſty's ſubjects, ſhall find out, and ſail through any paſſage by ſea, between Hudſon's bay and the weſtern and ſouthern ocean of America, the owner or his aſſigns, ſhall receive a reward of twenty thouſand pounds. The commiſſioners for determining this diſcovery, are therein named, being the great officers of ſtate, and of the treaſury, admiralty, &c.

During the ſeſſion of parliament, a further bounty on the exportation of Britiſh and Iriſh linens was granted, in order to give every poſſible encouragement to manufactures, which were ſo rapidly advancing into conſequence.

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The advantages derived to the French, from the ceding to them the iſland of Cape Breton, at the peace, are thus ſtated by Sir William Pepperell, who commanded the land forces in the reduction of that iſland.

From the gut of Canſo down along the ſhore to Louiſburg, and from thence to the north-eaſt part of Cape Breton, he ſuppoſed five hundred ſhallops were annually employed, each of which required, at ſea and on ſhore, at leaſt five men. In all —		2,500
Alſo, ſixty brigantines, ſchooners, and ſloops, with each fifteen men		900
He calculates that theſe five hundred ſhallops would catch three hundred quintals of fiſh in the ſummer ſeaſon. In all —	150,000	
Each of the brigantines, ſchooners and ſloops, he ſuppoſes might catch ſix hundred quintals.	36,000	
Total quintals of fiſh annually made at Cape Breton	186,000	
To carry this fiſh to Europe, ninety-three ſhips are ſuppoſed to be employed, of the burden of two thouſand quintals each, twenty ſailors to each ſhip. In all		1,860
Total men employed in the fiſhery at Cape Breton —		5,260

The ſame calculator goes on, and eſtimates the number of ſeamen employed in the general fiſhery on the banks of Newfoundland, from the ports of St. Maloes

Maloes and Granville, which, including the above eſtimate for Cape Breton, amount to four hundred and fourteen ſhips, twenty-four thouſand five hundred and twenty ſeamen, and one million one hundred and forty-nine thouſand quintals of fiſh. He then proceeds to eſtimate the value of this branch of trade, the profits upon which are greatly enhanced by the quantity of train oil which theſe fiſh produce, an hogſhead of ſixty gallons of oil being drawn from every hundred quintals of fiſh.

	£.	s.	d.
The value of the fiſh, he computes at — —	746,850	0	0
The oil at — —	56,092	10	0
From what is called the mud fiſhery	178,750	0	0
Value of one year's fiſhery	981,692	10	0

This important branch of trade can only be carried on in its full extent, by being in poſſeſſion of the iſland of Cape Breton, as a convenient and well fortified harbour is eſſentially neceſſary. Sir William Pepperell died in the year 1759, much about the time that Cape Breton was again taken from the French.

The planters in the Engliſh ſugar colonies, in the infancy of thoſe plantations, had cultivated conſiderable quantities of indico, with which they furniſhed the Mother Country; but this being thought to interfere with the cultivation of the ſugar-cane, a tax was impoſed thereon of three ſhillings and ſix-pence per pound weight, which cauſed the cultivation thereof to be entirely neglected. The legiſlature not intending that the duty ſhould operate as a total reſtraint on raiſing this article of mer-

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chandize, took it off, but this did not encourage the planters to begin again to cultivate this plant; and the Weſt-India iſlands in general, finding that the cultivation of the ſugar-cane was attended with greater advantages, gradually dropped the cultivation of indico. The French iſlands purſued a different courſe, and annually increaſed their quantity of indico, ſo that their Weſt-India iſlands ſupplied the greateſt part of Europe therewith. The ſums paid by Great Britain and Ireland to France for this neceſſary article, as we have already obſerved, has been eſtimated at two hundred thouſand pounds a year. Fortunately for the intereſt of theſe kingdoms, the provinces of North and South Carolina, began aſſiduouſly to cultivate the growth of indico about the year 1747. Thoſe two colonies had by this time carried the production of rice to ſuch a height, that even in time of peace, its quantity had overſtocked thoſe parts of Europe to which they were wont to ſend it, ſo that the profit thereupon was much reduced. When the war with France broke out in 1744, the expence of freight and inſurance being increaſed, this branch of trade grew ſtill worſe: this put the planters of that fine country upon trying to employ their negroes in another way, and the indico was found to anſwer beyond expectation. To encourage this infant attempt, a bounty of ſix-pence per lb. wt. was granted by parliament on all indico raiſed in any of the Britiſh American colonies, and imported into Great Britain, directly from the place of its growth; which has been attended with very beneficial conſequences.

It has been already obſerved, that the parliament raiſed the ſupplies for the ſervice of the year 1748 by impoſing a duty of five pounds per cent. on merchandize imported. Whilſt the bill was depending, the Britiſh Weſt-India iſlands were greatly alarmed,

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alarmed, and repreſented the vaſt injury which they were likely to ſuſtain thereby. From the authentic vouchers, which were then produced of the ſtate of the ſugar-plantations, a comparative view may be formed of the trade carried on from thence, and from thoſe of France.

It appeared that the French Weſt-India iſlands of Martinico, Guadaloupe, and the other ſmaller colonies, produced of ſugar in the year 1742 —	cwt.	622,500
St. Domingo — — —		848,000
Total hundred weight		1470,500
Which amounts to 122,500 hogſheads of 12 hundred weight each.		
The ſugars produced by the Britiſh Weſt-India iſlands in the year 1742, and imported into Great-Britain, amounted to —	Hhds. 60,950	
Shipped to the northern colonies and to foreign markets	5,000	
Total hogſheads	65,950,	or 791,400 cwt.
French produce exceeded the Engliſh by — or 56,550 hogſheads, being nearly double.		679,100 cwt.

The conſumption in Great Britain is eſtimated at 55,714 hogſheads, ſo that the ſugars exported to Ireland as well as to all foreign markets, do not exceed 5,236 hogſheads.

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The total yearly value of the ſugars produced by the Britiſh iſlands in the Weſt-Indies, was computed at one million four hundred thouſand pounds ſterling money. Theſe enquiries into the ſtate of the ſugar colonies, farther tended to prove, that ſince France had ſo greatly improved her poſſeſſions, there is more ſugar made in a plentiful ſeaſon, in all the iſlands, the Spaniſh, Portugueſe, Dutch, and Daniſh colonies being included, than all Europe can conſume.

Whilſt the bill for laying theſe additional duties was depending in parliament, various accounts were publiſhed by the tobacco merchants, with a deſign to exempt that commodity from being included therein. Theſe accounts ſtated, that upon a medium of three years in the cuſtom-houſe books, viz. 1744, 1745, and 1746, forty million pounds weight of tobacco, were imported into England, alone from our American plantations, thirty-three million of which were again exported. So that England was ſuppoſed annually to conſume ſeven million pounds weight of tobacco. The net duty upon which, amounted to one hundred and thirty-eight thouſand five hundred and forty-one pounds thirteen ſhillings and four-pence. The whole value of the tobacco imported into Great Britain, both for home conſumption and foreign markets, was computed at one million pounds ſterling per annum, which theſe writers repreſented as being a clear gain to the nation: ſuperadded to which, that branch of trade conſtantly employed twenty-five thouſand tons of ſhipping. But as theſe calculations were made with a view to anſwer a particular purpoſe, they ſhould be admitted with great caution.

A LIST

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A LIST of Ships, Sloops, and armed Veſſels, which were loſt, taken, ſunk, burnt, or deſtroyed during the War with Spain and France, 1739 to 1748.

Ships taken or loſt.		Guns.	Time when.
Victory	loſt	100	October 5, 1744
Northumberland	taken	70	May 3, 1744
Orford	loſt	70	February 13, 1744
Weymouth	loſt	60	February 15, 1744
Tilbury	burnt	60	Sept. 22, 1742
Colcheſter	loſt	50	October 21, 1744
Glouceſter	burnt	50	Auguſt 15, 1742
Tyger	loſt	50	January 12, 1742
St. Albans	loſt	50	October 20, 1744
Greenwich	loſt	50	October 20, 1744
Angleſea	taken	44	March 29, 1745
Loo	loſt	44	February 5, 1743
Bridgwater	loſt	24	Sept. 18, 1743
Rye	loſt	24	Nov. 27, 1744
Wager	loſt	24	May — 1741
Fox	loſt	24	Nov. 14, 1744

2 taken, 2 burnt, 12 loſt.

From the above liſt it appears how very fatal the year 1744 was to the Britiſh navy.

SLOOPS.

Drake	loſt	Nov. 22, 1742
Grampus	loſt	Oct. — 1742
Otter	loſt	Jan. 13, 1741
Saltaſh	loſt	May, — 1742
Tryal	ſunk	Oct. 4, 1741
Wolf	loſt	Oct. 2, 1740
Swallow	loſt	Dec. 24, 1744
Grampus, (rebuilt)	loſt	Sept. 30, 1744
Bonetta	loſt	Oct. 20, 1744
Mercury	taken	April 15, 1745
Mediator	ſunk	July 29, 1745
Wolf, (rebuilt)	taken	Oct. 29, ——
Fame	foundered	Sept. — 1745
Sapphira's Prize	loſt	Sept. — 1745
Saltaſh, (rebuilt)	loſt	June 24, 1746

FIRE-

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FIRE-SHIPS.

Ships taken or loſt.		Time when.
Anne Gally	burnt	Feb. 12, 1743
Duke	burnt	June 14, 1742
Mercury	loſt	Dec. 12, 1744

BOMBS.

Thunder	loſt	Oct. 20, 1744
Blaſt	taken	Oct. — 1745
Lightning	loſt	June 16, 1745
Aſtræa Storeſhip	burnt	Jan. 16, 1743
Lark Hulk	loſt	Oct. 20, 1744

For the captures made by the French in king William's war ſee vol. III. page 30; and for thoſe during the long war, maintained by queen Anne, ſee the ſame vol. page 342.

It is pleaſing to trace the progreſſive ſteps by which men, who have diſtinguiſhed themſelves by noble deeds, have gained thoſe honours which they have finally reached; we ſhall therefore ſubjoin the following account of naval commanders, who have riſen to eminence in the ſervice of their country, many of whom are yet alive.

Captains.	Dates of Commiſſions.
Edw. Hawke —	March 20, 1733-4
Charles Knowles —	Feb. 4, 1736-7
Hon. Edw. Boſcawen —	March 12, ——
Temple Weſt —	June 13, 1738
Geo. Pocock —	Aug. 1, ——
Francis Holbourne —	Feb. 15, 1739-40
Nath. Watſon —	Jan. 16, 1740
Harry Powlet, now Duke of Bolton,	July, 15, 1740
Peter Oſborn —	July 28, ——
John Brett —	March 25, 1741
Thomas Pye —	April 13, ——
Charles Hardy —	Aug. 10, ——
Charles Saunders, —	Sept. 26, ——

Geo.

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CAPTAINS.	Dates of Commiſſions.
George earl Northeſk —	Auguſt 25, 1741
Charles Holmes —	Feb. 20, 1741-2
Francis Geary —	June 30, 1742
George Bridges Rodney —	Nov. 9, ——
Piercy Brett —	Sept, 30, 1743
Alexander lord Colville —	March 16, 1743-4
George Elliot —	May 12, 1744
Hon. Auguſtus Keppel —	Dec. 11, ——
Peter Dennis —	Feb. 9, 1744-5
Arthur Forreſt —	March 9, 1744-5
R. Hughes —	April 2, 1745
Robert Harland —	March 19, 1745-6
Hon. John Byron —	Dec. 30, 1746
Hon. Auguſtus John Hervey, *now earl of Briſtol* —	Jan. 15, 1746-7
Peter Parker —	May 6, 1747
Hon. S. Barrington —	May 29, ——
J. Campbell —	Nov. 23, ——
MASTERS and COMMANDERS.	
Richard Tyrrel —	March 5, 1742-3
Edward Vernon —	Dec. 5, 1747
LIEUTENANTS.	
Matthew Buckle —	June 14, 1739
Marriot Arbuthnot —	Auguſt 21, ——
[*Appointed a Captain, 22d of June*, 1747.]	
Molineux Shuldham —	Auguſt 31, ——
[*Appointed a Captain, 12th of May*, 1746.]	
Hugh Palliſer —	Sep. 18, 1741
[*Appointed a Captain, 26th of November*, 1746]	
Hon. Waſhington Shirley, *now earl Ferrers* —	Jan. 6, 1741-2
[*Appointed a Captain, April* 19, 1746.]	
Hugh Pigot —	Feb. 9, ——
[*Appointed a Captain, 22d of April*, 1746.]	
John Lockhart —	October 21, 1743
Hyde Parker —	Jan. 16, 1745-6

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CHAP. IV.

A View of Naval and Commercial Events, from the Peace of AIX LA CHAPELLE *to the Commencement of Hoſtilities between* GREAT BRITAIN *and* FRANCE.

Bill for regulating Seamen—Regulations of the African *Trade—Bounty to* Britiſh *Whale Fiſhers—Plan for Manning the Navy—Settlement of* Nova Scotia—*Depredations committed by the* Barbary *Corſairs—Reduction af the Intereſt on the National Debt—Treaty of* Madrid—*The New Style introduced into* Great Britain — *Farther Parliamentary Encouragement for the Diſcovery of the Longitude—Naturalization of the Jews—State of the* Britiſh *Sugar Colonies—Mutiny Bill for the Service of the* Eaſt-India *Company — Death of Mr.* Pelham — *New Parliament — Eſtabliſhment of the Society for the Encouragement of Arts, Manufactures, and Commerce—Computation of the Tonnage of* England's *Shipping—War in the* Eaſt Indies *between the* Engliſh *Company and the Country Government*—French *Trade in the Eaſt—State of the* Britiſh *Colonies in* North America.

PEACE being reſtored, the king of Great Britain met his parliament on the 29th day of November, 1748, and in the ſpeech, which he delivered upon that occaſion, he acquainted them, that in

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in fixing the terms on which the general tranquillity of Europe was to be reſtored, he had endeavoured to procure for his own ſubjects as well as for his allies, the beſt conditions which the circumſtances of affairs would admit of. He concluded, with recommending to the commons, the improvement of the public revenue, the maintenance of a reſpectable naval force, the advancement of commerce, and the cultivation of the arts of peace. Although the miniſtry carried every point by a great majority, yet the members in the oppoſition beſtirred themſelves in repreſenting the terms on which peace was reſtored as deſtructive of the intereſts and the honour of the nation. After theſe points had been agitated with great warmth, but to little effect, the houſe reſolved itſelf into a committee, to take into conſideration the means of diſcharging ſuch debts as government had contracted in the courſe of the war, and for which no parliamentary grants had been made. It then appeared neceſſary to vote the enormous ſum of ſeven millions two hundred and nine thouſand four hundred and forty-three pounds to make good deficiencies. The navy and victualling bills undiſcharged, amounted to three millions; another million was required for diſcharging ſeamen's wages; two hundred and eighty-five thouſand eight hundred and ſeventy-eight pounds for the ordinary of the navy for 1749, including half pay to ſea-officers; ten thouſand pounds for maintaining decrepid ſeamen in Greenwich hoſpital; forty thouſand pounds was voted for tranſporting perſons to Nova Scotia; ten thouſand pounds for ſupporting the trade to Africa, and five thouſand three hundred and four pounds for improving the colony of Georgia. The number of ſeamen was reduced to ſeventeen thouſand, and that of the land forces to eighteen thouſand eight hundred and ſty-

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ſeven, including guards and garriſons. In conſequence of theſe diſcharges, the wages of ſeamen in the merchant's ſervice fell from fifty ſhillings to twenty-five ſhillings per month.

As ſoon as the miniſtry was exonerated from theſe debts, a bill was brought in, under the title of a bill for amending, explaining, and reducing into one act of parliament, the laws relating to the navy, the tendency of which was to ſubject half pay officers to martial law. This ſpread a general alarm among the ſea-officers, and a petition was preſented to the houſe by Sir John Norris, ſubſcribed by three admirals and forty-ſeven captains, who were not members of parliament. It ſet forth that the bill depending contained ſeveral clauſes highly injurious and diſhonourable to naval officers in general, and might be attended with fatal conſequences to the public ſervice; and that as the preſent laws for the government of the navy had been always found ſufficient for that end, and the power of the lord admiral, co-operating with the zeal of the ſea-officers, had been hitherto effectual to ſecure the ſervice of thoſe on half-pay upon preſſing occaſions; the petitioners hoped they ſhould not be ſubjected to the many hardſhips and diſcouragements that muſt attend an alteration of the preſent laws with regard to them, and therefore prayed to be heard by council againſt certain parts of the bill. Sir Peter Warren ſeconded the motion for the reading of this petition. The diſcontent occaſioned by this new regulation, diffuſed itſelf generally through all ranks in the navy, and threatened very ſerious conſequences. At length the two moſt exceptionable clauſes in the bill were expunged, and after it had undergone various modifications in its progreſs through the two houſes, it at length received the royal aſſent. The commons in the courſe of this ſeſſion,

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ſeſſion, teſtified a laudable ſpirit for promoting the commerce of the kingdom; which, in the courſe of the following year, produced many beneficial regulations, founded on the principle of aboliſhing monopolies, and encouraging a free trade as much as poſſible. This produced a ſcheme for laying open the commerce of Hudſon's bay, when immediately petitions were poured in from Briſtol, Liverpool, and other places, praying that the trade thither might be laid open. A committee was appointed to hear the pleas on both ſides. The advocates for a free trade, urged that a ſmall body of merchants, conſiſting of not more than one hundred perſons, divided among themſelves a large profit upon a ſmall capital. That they employed no more than four annual ſhips, and that they treated the Indians with whom they trafficked, in a cruel and oppreſſive manner, whereby the greateſt part of the fur-trade was engroſſed by the French of Canada. So that the excluſive privilege enjoyed by this company, occaſioned a branch of commerce, which was capable of being extended ſo as to produce great national advantages, to remain unimportant and inconſiderable. The committee then proceeded to examine many witneſſes who had lived at Hudſon's bay, whoſe report gave very little ground to hope for any conſiderable increaſe of commerce there, from the ſeverity of the climate, and the unkindly nature of the ſoil. Nor did it appear that the company had by any miſconduct, injured the interior commerce carried on with the Indians; and it ſeemed very doubtful, whether, if the trade was laid open, it might not be gradually loſt from us to the French of Canada; and the majority of the houſe were of opinion, that no national benefits would ariſe from a free trade.

Another buſineſs, which engaged the houſe of com-

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commons during this long and active ſeſſion, was the revival of a deſign which had been formed in the reign of queen Anne, for manning the navy in times of emergency, without having recourſe to the mode of preſſing ſeamen. The miniſtry propoſed, that a certain number of ſeamen, ſhould receive a gratuity from government, in conſequence of which their names ſhould be regiſtered, and they ſhould be liable to be called out into the ſervice at a ſhort notice. However beneficial ſuch a plan might be, as it happened to be the method adopted by France, it had ſo many popular prejudices to combat with, that Mr. Pelham thought fit to drop the deſign.

The government of Great Britain began now ſeriouſly to conſider the great importance of the country and ports of Nova Scotia. A patriotic individual * had, in the year 1735, preſented a very judicious memorial and petition to the privy council, reſpecting the defenceleſs ſtate of that country, and the advantages which might be drawn from it. His repreſentations were diſregarded, but the miniſtry at length, began to conſider Nova Scotia as the very key to North America, and were now as much diſpoſed to over-rate its value, as they had before been to neglect it altogether. Notwithſtanding the unfriendly nature of the ſoil here, and the country being overſpread with large trees, which can only be removed by immenſe labour, and when felled are unfit for the purpoſes of timber, yet many eſſential advantages are derived from having an eſtabliſhment here; its ſituation making it convenient for annoying and intercepting an enemy; as it is a barrier for New England, affords a convenient port for the fiſhery of the neighbouring ſeas; and among its immenſe foreſts, many trees are found very

* Captain Thomas Koram.

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uſeful for refitting the royal navy. But though this climate is in the temperate zone, the winters are long and ſevere, and followed by ſudden and exceſſive heats, to which generally ſucceed very thick fogs, that laſt a long time. Theſe circumſtances make this rather a diſagreeable country, though it cannot be reckoned an unwholeſome one.

As the public generally ſuffers at the end of a war, by the ſudden diſmiſſion of a great number of ſoldiers and ſeamen, who having contracted a habit of idleneſs, and finding themſelves without employment, and the means of ſubſiſtence, engage in deſperate courſes, and prey upon the community; it was judged expedient to provide an opening, through which theſe unquiet ſpirits might exhale without damage to the commonwealth. The moſt natural was that of encouraging them to become members of a new colony in North America, which by being properly regulated, ſupported, and improved, might be the ſource of great advantage to its Mother Country.

Many diſputes had ariſen between the ſubjects of England and the French, concerning the limits of Nova Scotia, which no treaty had as yet properly aſcertained. A fort had been raiſed, and a ſmall garriſon maintained, by the king of Great Britain, at a part of this very country called Annapolis Royal, to overawe the French neutrals ſettled in the neighbourhood: but this did not anſwer the purpoſe for which it was intended. Upon every rupture or diſpute between the two crowns, theſe planters, forgetting their neutrality, intrigued with the Indians, communicated intelligence to their own countrymen, ſettled at St. John's and Cape Breton, and did all the ill-offices their hatred could ſuggeſt againſt the colonies and ſubjects of Great Britain.

A ſcheme

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A ſcheme was now formed for making a new eſtabliſhment on the ſame peninſula, which ſhould farther confirm and extend the property and dominion of the crown of Great Britain in that large tract of country, clear the uncultivated grounds, conſtitute communities, diffuſe the benefits of population and agriculture, and improve the fiſhery of that coaſt, which might be rendered a new ſource of wealth and commerce to Great Britain. The particulars of the plan, being duly conſidered, were laid before his majeſty, who approved of the deſign, and referred the execution of it to the board of trade and plantations, over which the earl of Halifax preſided. This nobleman, endued by nature with an excellent capacity, which had been diligently and judiciouſly cultivated, animated with liberal ſentiments, and fired with an eager ſpirit of patriotiſm, adopted the plan with the moſt generous ardour, and cheriſhed the infant colony with paternal affection.

The commiſſioners for trade and plantations immediately advertiſed, under the ſanction of his majeſty's authority, that proper encouragement would be given to ſuch of the officers and private men, lately diſmiſſed from the land and ſea-ſervice, as were willing to ſettle with or without families, in the province of Nova Scotia; that the fee-ſimple, or perpetual property, of fifty acres of land ſhould be granted to every private ſoldier or ſeamen, free from the payment of any quit-rents or taxes for the term of ten years; at the expiration of which no perſon ſhould pay more than one ſhilling per annum for fifty acres ſo granted. That over and above theſe fifty acres, each perſon ſhould receive a grant of ten acres for every individual, including women or children, of which his family ſhould conſiſt; and further grants ſhould be made to them as the number ſhould

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ſhould increaſe, and in proportion as they ſhould diſcover their ſkill in agriculture. That every officer, under the rank of enſign in the land-ſervice, or lieutenant in the navy, ſhould be gratified with fourſcore acres on the ſame conditions: that two hundred acres ſhould be beſtowed upon enſigns, three hundred upon lieutenants, four hundred upon captains, and ſix hundred on every officer above that degree, with proportionable conſiderations for the number and increaſe of every family: that the lands ſhould be parcelled out as ſoon as poſſible, after the arrival of the coloniſts, and a civil government eſtabliſhed; in conſequence of which they ſhould enjoy all the liberties and privileges of Britiſh ſubjects, with proper ſecurity and protection: that the ſettlers, with their families, ſhould be conveyed to Nova-Scotia, and maintained for twelve months after their arrival, at the expence of the government; which would alſo ſupply them with arms and ammunition, as far as ſhould be judged neceſſary for their defence, with proper materials and utenſils for clearing and cultivating their lands, erecting habitations, exerciſing the fiſhery, and ſuch other purpoſes as ſhould be judged neceſſary for their ſupport.

The ſcheme was ſo feaſible, and the encouragement ſo inviting, that, in a little time, about four thouſand adventurers, with their families, were entered, according to the directions of the board of trade. In the beginning of May 1749, they ſet ſail from England, under the command of colonel Cornwallis, whom the king had appointed their governor. Sir Edward Hawke commanded the fleet. Towards the latter end of June they arrived at the place of their deſtination, which was the harbour of Chebuctou, on the ſea-coaſt of the peninſula, about midway between Cape Canceau and Cape Sable. It is one of the moſt ſecure and commodious

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havens in the world, and well ſituated for the fiſhery; but the climate is cold, and the ſoil barren.

Governor Cornwallis no ſooner arrived in this harbour, than he was joined by two regiments of infantry from Cape Breton, and a company of rangers from Annapolis. He then pitched upon a ſpot for the ſettlement, and employed his people in clearing the ground, in order to lay the foundations of a town; but ſome inconveniences being diſcovered in the ſituation, he choſe one more to the northward, hard by the harbour, on an eaſy aſcent, that commands a proſpect of the whole peninſula, and is well ſupplied with rivulets of freſh and wholeſome water. Here, on a regular plan, he began to build a town, to which he gave the name of Halliſax, in honour of the nobleman who had the greateſt ſhare in founding the colony; and, before the approach of winter, above three hundred comfortable wooden houſes were built, the whole being ſurrounded by a ſtrong palliſade.

This colony, however, has by no means anſwered the ſanguine expectations of the projectors; for notwithſtanding the ardour with which the intereſts of it were promoted by its noble patron, and the repeated indulgence it has reaped from the bounty of the legiſlature, the inhabitants have made little or no progreſs in agriculture; the fiſhery is altogether neglected, and the ſettlement entirely ſubſiſts on the ſums expended by the individuals of the army and navy, whoſe duty obliges them to reſide in this part of North-America *.

The piratical ſtates of Barbary, who had, for a conſiderable time, been bribed into civility to the Engliſh flag, happened, at this time, to give a looſe to their predatory diſpoſition. Four Algerine cruiſers fell in with the Prince Frederick packet-

* Smollett's Continuation, Vol. I. p. 37.

boat,

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Engraved for Hervey's Naval History.

Vol.V.B.VII.ch.7

The Hon.ble AUGUSTUS KEPPEL,
ADMIRAL of the BLUE.

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boat, bound from Liſbon to Falmouth, which they detained under the frivolous pretext, that the captain named in the commiſſion was not on board, and that the money and diamonds with which ſhe was freighted, belonged to Jews. They therefore carried her into Algiers, where they plundered her of all the effects on board, eſtimated at twenty-five thouſand pounds, and detained the veſſel twenty-three days, all which time the crew were civilly treated, and ſuffered no loſs in their private property. After the Algerines had thus plundered the veſſel, they ſuffered her to proceed on her voyage, and ſhe arrived at Falmouth on the 7th day of May 1749. This outrage occaſioned ſeven ſhips of war to be fitted out immediately, the command of which was given to commodore Keppel, who took on board certain preſents to the dey, the forwarding of which had been neglected, and which that prince having being long accuſtomed to receive, laid claim to by preſcription: the commodore likewiſe was charged with a letter from the ſecretary of ſtate, demanding reſtitution of the effects which had been thus ſeized.

Mr. Keppel arrived there the beginning of Auguſt, and in an audience of the dey, made known the purport of his embaſſy. The muſſulman accepted the preſents, but declared himſelf unable to make the required reſtitution, as the property in queſtion was now diſperſed among individuals, from whom it could by no means be collected. The commodore, finding he could obtain no anſwer more ſatisfactory, proceeded to Port Mahon, from whence he diſpatched the Tryal ſloop, for farther inſtructions from the admiralty; but the times were now changed, ſince the inſolence of theſe lawleſs free-booters uſed to be chaſtiſed by the intrepidity of Engliſhmen. Government thought fit to paſs by the affront, and received an ambaſſador from the

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Algerines, when as guardians of the nation's honour, they ſhould have directed the brave officer whom they had deputed, to lay Algiers in aſhes.

Notwithſtanding the parliament did not riſe until the 13th day of June, yet it met again on the 16th day of November; ten thouſand ſeamen were voted for the ſervice of the year 1750. The grants during this ſeſſion amounted to four millions one hundred and forty-one thouſand ſix hundred and ſixty-one pounds, which were raiſed by the land-tax, at three ſhillings in the pound; the malt and other duties, the ſurplus of divers impoſts remaining in the Bank and Exchequer; one million by annuities, at three per cent. charged on the ſinking fund, until redeemed by parliament, and nine hundred thouſand pounds out of the exceſs or ſurplus of monies, denominated the ſinking fund.

Early in the ſeſſion Mr. Pelham, chancellor of the Exchequer, who chiefly conducted the buſineſs of the ſtate, and who was eſteemed a man of candour and capacity, brought in a bill for the reduction of the intereſt on the public funds, whereby the ſum of ſix hundred thouſand pounds per annum, began to be gradually brought in to the ſinking fund. That part of the public debts, which then bore four per cent. intereſt was as follows:

	£.		
The principal ſum payable at the Exchequer of —	312,000	0	0
Capital Bank ſtock —	8,486,800	0	0
Certain annuities transferrable at the Bank —	18,402,472	0	10
Capital ſtock of the Eaſt-India Company —	3,200,000	0	0
Capital South-Sea ſtock, and Old and New South-Sea annuity ſtock —	27,302,203	5	6
Total —	57,703,475	6	4

Such

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Such proprietors of theſe public debts, incurred before the laſt Michaelmas, who ſhould ſubſcribe their names on or before the 28th day of February 1749-50, ſignifying their conſent to accept of an intereſt of three per cent. per annum, to commence from the 25th day of December, 1757, ſhould continue to receive four per cent. until the 25th day of December, 1750, and from thence three pounds ten ſhillings per cent. per annum, until the 25th day of December, 1757. When the act was paſſed and public notice thereof given, the greater part of the public creditors aſſented to the terms propoſed. The market price of the public funds at that time being ſo much above par, as to make it more the intereſt of the ſtock-holder to continue his property there, than to receive from government no more than the principal money firſt advanced. The three companies of the Bank, Eaſt-India, and South-Sea, however, would not ſubſcribe; and when the account of the ſums which had been ſubſcribed was delivered into the houſe of commons in March following, it appeared that between eight and nine millions were not ſubſcribed, beſides the debts due to the three great companies in their corporate capacity. The miniſter, previous to the ſetting on foot this plan, had guarded againſt the conſequences that might ariſe from the reſtiff humour of the ſtock-holders, by having obtained from the monied men of the nation, aſſurances of their aſſiſtance to any amount that, conſidering the real value which money then bore, could poſſibly be required; ſo that he was provided with the means of paying off ſuch non-ſubſcribers, by creating new loans on the terms which had been rejected by the preſent creditors. But this ability he was not willing to exert. He rather choſe to allow farther time to ſuch as had neglected to cloſe with the firſt offer, but that they might

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might in ſome meaſure ſuffer by their contumacy; the intereſt of three and a half per cent. per annum was propoſed to be paid to theſe ſecond ſet of ſubſcribers, no longer than until the 25th day of December 1755. To afford them an opportunity of doing which, ſubſcriptions were received until the 30th day of May 1750. Thus the ſecond ſubſcribers had a reduction of their intereſt from three and a half to three per cent. two years ſooner than thoſe of the firſt ſubſcription. Such as remained finally determined not to ſubſcribe, had their principal money paid out of the ſinking fund. The act of parliament which authorized this ſtep, contained a clauſe which empowered the Eaſt-India Company, in caſe they ſubſcribed all their ſtock within the time limited, to borrow any ſums not exceeding four millions two hundred thouſand pounds, by ſale of annuities, viz. three millions two hundred thouſand pounds after the ſeveral rates of intereſt in the terms of this ſecond ſubſcription, and one million more at the rate of three per cent. per annum. The three companies at length, reluctantly acquieſced in a meaſure, which by oppoſing they would have ſuſtained a conſiderable loſs, without preventing the regulation taking place. It was a trial of ſtrength between the miniſter, and thoſe great commercial bodies, which the wants of government had firſt given exiſtence to. Nothing could prove the flouriſhing ſtate of the nation more irrefragably, than the accompliſhment of this reduction of the intereſt on the national debt. That it ſhould be effected without any national diſturbance or diſquiet, aſtoniſhed all Europe. It appeared almoſt incredible for government at the cloſe of a long and expenſive war, which had conſiderably drained the country, and augmented the enormous burden of national debt, to find money for paying off ſuch

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of the public creditors as might chooſe to receive their principal, rather than ſubmit to a reduction of the intereſt.

Whilſt this meaſure was debating in parliament, Mr. Pelham undertook to prove, from the regiſter of exports and imports at the cuſtom-houſe, that the commerce of the kingdom was more extenſive at this than at any former period; and that the public credit was ſtrong enough to admit of an experiment which he would not preſume to hazard, except upon a moral certainty of its being firmly rooted, beyond the power of accident or faction to ſhake or overturn. He declared that his deſign of reducing the intereſt upon the funds, was the reſult of the love he bore his country, and an opinion that it was the duty of the ſervants of the crown to eaſe the burdens of the people. He ſaid he had conferred on this ſubject with perſons of the moſt approved knowledge and undoubted experience; and choſe to promulgate the method propoſed for alleviating the load of the national debt, that the public in knowing the particulars of the ſcheme, might have time to conſider them at leiſure, and ſtart ſuch objections as ſhould occur to their reflection, before it ſhould be too late to adopt amendments. He obſerved, that nothing could more clearly demonſtrate the vigour of public credit, and the augmentation of national commerce, than the price of ſtock, which had within three years advanced very conſiderably; and the duties on imports, which in nine months had added one million to the ſinking fund, notwithſtanding a very extraordinary ſum, which had been paid as bounties for exported corn. He expreſſed great tenderneſs and regard for the intereſts of thoſe who had advanced their money for the ſervice of the government; declaring that his aim was to contrive a fair, honeſt,

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and equitable method for leſſening the national incumbrances, by lowering the intereſt, conformable to parliamentary faith, and agreeable to the rules of eternal juſtice *.

On the fifth day of October, 1750, a treaty was concluded at Madrid, between Great Britain and Spain, by which the right of the South Sea Company in the aſſiento treaty for four years was given up. The ſum of one hundred thouſand pounds was agreed to be paid by the king of Spain, as a compenſation to the company for their loſſes, and as a full balance of all accounts. The duties to be paid by Britiſh ſubjects in the ports of Spain, were reduced to the rates eſtabliſhed by Charles II. of Spain; and the Engliſh were allowed to procure ſalt from the Iſland of Tortudos in the Weſt Indies. All Britiſh ſubjects reſiding in Spain were to be put on the ſame footing with the ſubjects of the moſt favoured foreign nation reſiding there. By this treaty a period was finally put to all foreign commerce whatever, of the South Sea Company.

The northern American colonies were enabled to ſet on foot a new branch of commerce, by an act of parliament now paſſed to encourage the importation of pig and bar iron from his majeſty's colonies in America, but they were prohibited by the ſame act from erecting any mill or other engine for ſlitting or rolling of iron, or any plating forge to work with a tilt hammer, or any furnace for making of ſteel. The nation derived great advantages by this encouragement given to the colonies: before the paſſing of this law iron uſed to be purchaſed from Sweden on very high terms, and for which ready money was paid; henceforth it was procured from Britiſh ſubjects, who in exchange received the manufactures of the Mother Country.

* Smollett's Continuation, Vol. I. p. 61.

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The trade to the coaſt of Guinea engaged the attention of the legiſlature. This trade was originally monopolized by a joint-ſtock company, which had from time to time received conſiderable ſums from parliament to enable them to maintain fortifications on the coaſt of Africa, in order to protect the commerce carried on there; it was now thought neceſſary to lay open that trade for all Britiſh ſubjects, and that the forts and ſettlements on that extenſive coaſt ſhould be kept up at the public expence; but that all ſuch as trade to or from the coaſt of Africa, from Cape Blanco quite to the Cape of Good Hope, ſhould be conſidered as a body-corporate, though not trading in their corporate capacity, not having any joint or transferrable ſtock, nor the privilege of borrowing money on their common ſeal. The direction of the affairs of this new company was entruſted to a committee of nine perſons, annually choſen, who were to meet in the city of London; the majority of whom had a power given them to make orders for the governing and improving the forts, factories, &c. but they were reſtricted from interfering with the trade or traders. All ſuch as deſigned to trade to Africa were to pay forty ſhillings to the Chamberlain of London, for an admiſſion into the freedom of this company, and every individual thus admitted had a right to vote for three perſons, who were to compoſe the committee for London; the like fine was required from every Briſtol trader, and theſe traders alſo choſe three committee-men; and the ſame regulation was made for Liverpool. This committee was to be choſen annually. The money ariſing from theſe fines to be applied to the diſcharge of the wages, ſalaries, &c. of the officers employed in the ſettlements, and to the preſervation of the forts. The accounts of the manner in which the money ſo

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ariſing was diſpoſed of, were to be regularly kept in London, and ſubject to the inſpection of any member of the company. The conduct of this body of men was ſubject to the ſuperintendency of the commiſſioners of trade and plantations. The committee was authorized to deduct annually eight hundred pounds for defraying the ſalaries of their clerks, at the three ports of London, Briſtol, and Liverpool, and all other incidental expences, and whatever ſurplus remained of that ſum, after all charges were defrayed, the committee were empowered to divide among themſelves, as a compenſation for their trouble. Soon after theſe regulations took place, the Britiſh parliament voted to the Old Royal African Company the ſum of one hundred and twelve thouſand one hundred and forty-two pounds three ſhillings and three-pence, as a compenſation for their charter, lands, forts, ſlaves, ſtores, and other effects.

Several ſtatutes had already been made at different times, to encourage the ſubjects of Great Britain to carry on and improve the whale fiſhery. For this purpoſe a bounty of twenty ſhillings a ton on all ſhipping employed in that fiſhery had been given *, which was now increaſed to forty ſhillings per ton; and for the encouragement of the Britiſh colonies in America to engage in this fiſhery, the like bounty was given to their ſhips employed therein †.

As nothing could more eſſentially ſerve a commercial country, by increaſing the number of its ſeamen, than extenſive fiſheries, the commons took meaſures for the encouragement of the white-herring fiſhery along the northern coaſt of Great Britain. From this the Dutch, who were chiefly em-

* 6th and 13th George II. † 22 George II. cap. 45.

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ployed in it, had derived very ſubſtantial advantages. A committee of the houſe of commons was therefore appointed to enquire into the ſtate of the Britiſh fiſhery. In conſequence hereof a bounty of thirty ſhillings per ton was granted, payable out of the cuſtoms, to all new veſſels from twenty to eighty tons burden, which ſhould be built for herring or cod fiſhery, and actually employed therein. Several opulent and public-ſpirited merchants and gentlemen compoſed an aſſociation, and ſubſcribed a large capital, in order to carry into execution theſe deſigns. This ſociety became incorporated by an act of parliament, under the name of the free Britiſh fiſhery, but their charter was not excluſive of private adventurers. They were empowered to raiſe a capital not exceeding five hundred thouſand pounds, for ſo much of which as was actually employed in the fiſheries; three and a half per cent. intereſt per annum, was paid out of the cuſtoms for the term of fourteen years. The inhabitants of the northern parts of Scotland ſhewed a ſtrong inclination for embarking in this deſign, and agents were appointed at the different ſea-ports in order to receive ſubſcriptions for proſecuting the trade, under the direction of the company at London. But though the nation in general eagerly embraced this ſcheme, many men of parts and knowledge oppoſed the bill in its progreſs through the two houſes of parliament. In the houſe of lords particularly, the bill met with great oppoſition. It was objected to as a crude indigeſted ſcheme, which, in the execution, would not be found to anſwer the public expectation. The earl of Winchelſea and lord Sandys obſerved, that the Dutch, by whom the fiſhery had been hitherto in a manner engroſſed, could not poſſibly be rivalled by a joint-ſtock company, which is always clogged with extraordinary expence; whereas the Dutch are

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patterns of unwearied induſtry, and the moſt rigid œconomy. Theſe lords repreſented the impropriety of fitting out veſſels at the port of London, where all ſorts of materials, labour, and ſeamen, are much dearer than in any other part of the united kingdom. Another objection was raiſed againſt the great diſtance between the metropolis and the ſound of Braſſa in Shetland, the rendezvous at which all the herring-buſſes were to aſſemble at the beginning of the fiſhing ſeaſon, and the dangers attending the voyage. The heavy duty upon ſalt, uſed in curing the fiſh for ſale was likewiſe pointed out. All theſe impediments lay in the way of a commerce, which, when moſt ſucceſsful, could be expected to yield only ſmall profits to thoſe concerned in it, though the community at large might derive eſſential advantages. The duke of Argyle and the earl of Granville, on the other hand, ſupported the bill with all their force of reaſoning. They conſidered it as a branch of trade which could not be ſucceſsfully ſet on foot, without ſo large a ſum of money as was beyond the abilities or inclinations of any individual to embark in it. They were of opinion, that a joint-ſtock company would be able to proſecute the fiſhery at a ſmaller expence, than that which particular traders muſt neceſſarily incur: they inſiſted that the ſpirit of the nation, which was then eagerly bent on trying the experiment, ought not to be baulked by delay, leſt it ſhould evaporate. Admitting that the plan was not unexceptionable, yet the defects of it, when that by experience they became more diſtinctly viſible, were remediable by the legiſlature. After a warm conteſt, the bill was paſſed to the general ſatisfaction of the nation.

The company choſe for their governor, his royal highneſs the prince of Wales, who received this proof of their attachment and reſpect with particular

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marks of ſatisfaction: the preſident and vice-preſident were both aldermen of London; and the council was compoſed of thirty gentlemen, the majority of whom were members of parliament. Great pains were taken, and ſome artifice was uſed, to learn the Dutch method of curing their fiſh. People crowded with their ſubſcriptions; a number of hands were employed in building and equipping the buſſes or veſſels to be uſed in the fiſhery; and the moſt favourable conſequences were expected from the general vigour and alacrity which animated theſe preparations. But the ſucceſs did not gratify the ſanguine hopes of the projectors and adventurers. The objections made in the houſe of lords ſoon appeared to be well founded: theſe co-operating with miſmanagement in the directors, the ſpirit of the company began to flag, the natural conſequence of commercial diſappointment; and now the Britiſh fiſhery ſeems to languiſh under the neglect of the legiſlature *.

The moſt remarkable act which paſſed in the ſeſſion of 1751, was that of regulating throughout Great Britain and the dominions ſubject to the Britiſh crown, the commencement of the year, and for correcting the Calendar, according to the Gregorian computation, which had been adopted by all the other nations of Europe. By this new law it was decreed, that the new year ſhould begin on the firſt day of January, and that eleven intermediate nominal days, between the 2d and 14th days of September 1752, ſhould in that year be omitted, ſo that the day ſucceeding the 2d ſhould be denominated the 14th of that month. The Julian Calendar, or Old Style, ſuppoſed the tropical year to conſiſt of three hundred and ſixty-five days and ſix

* Smollett's Continuation, Vol. I. p. 72.

hours,

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hours. In the year 1582, Gregory XIII. the then pope, by the help of the beſt aſtronomers, diſcovered the error in this calculation, which was eleven minutes and five ſeconds more than the exact time. It appeared that in one hundred and twenty-nine years and three hundred and thirty-ſeven days and a half, it made an error of one whole day, and in four hundred Julian years, an error of three days, one hour, fifty-three minutes, and twenty ſeconds. Since the time of the council of Nice, in the year three hundred and twenty-five to the year 1701, the Old Style was computed to have occaſioned an error of eleven days, by which the vernal equinox appeared to happen eleven days ſooner than by the N. S. it really does, ſo that the 10th day of March was more properly the 21ſt. The object with the pontif, in rectifying this error, was to ſettle the true time for celebrating the feaſt of Eaſter, but the chief view of the Britiſh legiſlature in making this innovation, was to derive mercantile benefits therefrom; the difference of eleven days frequently occaſioning errors and miſtakes in buſineſs; and as the legal year began on the 25th day of March, a whole year was frequently miſtaken, through inadvertency in our chronological hiſtories. The year from thenceforth was appointed to commence on the 1ſt day of January, with all the reſt of chriſtendom.

In the year 1753, a freſh attempt was made to lay open the trade to Turkey, and a bill was brought into the houſe of commons for that purpoſe. The ſubject had been ſo fully canvaſſed before, that no new arguments were adduced in the debate which aroſe thereon, but the ſentiments of the houſe had changed ſince the queſtion had been laſt ſtarted, and the bill paſſed into a law. By this act of parliament any Britiſh ſubject may obtain the freedom of the Turkey company, by paying or tendering a fine of twenty

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twenty pounds; and the commiſſioners for trade and plantations may be appealed to by any ſeven freemen of the company, who are diſſatisfied with the rules or by-laws made at a general court; and if the objections appear valid, that board is empowered to annul ſuch regulations. Thus the trade from Great Britain to the Levant became ſo far free, as was conſiſtent with the nature of ſuch commerce: but this interpoſition of the legiſlature has been of little avail to recover a branch of trade, which has been ſo long declining, eſpecially conſidering the advantages which the French enjoy, by the ſhortneſs of the voyage from Marſeilles to the Levant, and one wind being only neceſſary for the whole paſſage.

The parliament granted a farther ſum of two thouſand pounds to the commiſſioners of longitude, to enable them to give all due encouragement to ingenious perſons in their endeavours to attain the wiſhed-for diſcovery. A like ſum had been granted in the 12th year of queen Anne, one thouſand ſeven hundred and fifty pounds of which had been expended in the following manner, viz. one thouſand two hundred and fifty pounds to Mr. John Harriſon for various experiments which he had made, and by which the probability of effecting the diſcovery was greatly encreaſed, and five hundred pounds to Mr. William Whiſton for ſurveying and determining the longitude and latitude of the chief ports and head-lands on the coaſt of Great Britain and Ireland, and the iſlands and plantations thereto belonging.

Another ſtatute of this ſeſſion of parliament paſſed, though not without violent oppoſition, was entitled, "An act to permit perſons profeſſing the Jewiſh religion, to be naturalized by parliament, and for other purpoſes therein mentioned." By an act of the 7th of James II. and another of the 13th George

George II. all ſuch as were to be naturalized, were firſt to receive the ſacrament of the Lord's Supper, and to take the legal oaths to the king. "Whereby," ſays the preamble to this ſtatute, "many perſons of conſiderable ſubſtance profeſſing the Jewiſh religion, are prevented from being ſo naturalized." It was now therefore enacted, "That Jews may, upon application, be naturalized by parliament, without receiving the ſacrament, provided they, and all others hereafter to be naturalized, ſhall be abſolutely ſubject to the diſabilities expreſſed in a former act *, and alſo who ſhall have previouſly inhabited for three years in his majeſty's dominions, without being abſent three months at any one time. But the act expreſly prohibits all Jews from purchaſing or inheriting any advowſon, or right of patronage, or preſentation, or other right to any benefice, prebend, or other eccleſiaſtical living or promotion, ſchool, hoſpital, or donative.

This act was no ſooner paſſed, than it threw the whole nation into the moſt violent purturbation, and as a general election was then approaching, the miniſtry were greatly alarmed at the execrations which were uttered againſt them from all parts of the kingdom. To remove this cauſe of national diſcontent, the very firſt buſineſs which was brought forward the enſuing ſeſſion, immediately after the addreſs to the king was agreed to, was a repeal of this act: the duke of Newcaſtle preſenting a bill for this purpoſe: he informed the houſe that the clamorous and diſcontented had availed themſelves of the act paſſed laſt ſeſſion in favour of the Jews, to excite a ferment among his majeſty's ſubjects; and as the act was in itſelf of little importance, he was of opinion it ought to be repealed.

* 1 George I.

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In conſequence of petitions preſented by the ſugar-refiners, and grocers of London, Weſtminſter, and Briſtol, complaining of the exorbitant price demanded and given for ſugars imported from Jamaica, deſiring, that the proprietors of land in Jamaica might be obliged to cultivate a greater quantity of ground for raiſing ſugar-canes, or that they (the petitioners) might have leave to import Muſcovado ſugars from other countries, when the price of thoſe imported from Jamaica ſhould exceed a certain rate; the houſe reſolved itſelf into a committee to deliberate on this ſubject. Their enquiries produced a reſolution, "that the peopleing of Jamaica with white inhabitants, and cultivating the lands thereof, would be the moſt proper meaſure for ſecuring that iſland, and increaſing the trade and navigation between it and Great Britain, and other parts of his majeſty's dominions. That the endeavours uſed by the legiſlature of Jamaica to increaſe the number of white inhabitants, and enforce the cultivation of lands, in the manner that might beſt conduce to the ſecurity and defence of that iſland, had not been effectual for theſe purpoſes. The houſe ordered a bill to be framed on theſe reſolutions; but this was poſtponed until the miniſtry ſhould receive more full information, touching the true ſtate of that iſland. The planters of Jamaica laboured under many grievances and hardſhips, from divers heavy impoſitions and reſtrictions; and a detail of theſe was tranſmitted in a repreſentation to his majeſty, which was referred to the conſideration of the commiſſioners of trade and plantations. The intereſts of the planters were well ſupported. Among the foremoſt and the ableſt of their advocates was Mr. Alderman Beckford, a native of that iſland, and poſſeſſed of vaſt property there.

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The hiſtory of this period is little more than a detail of parliamentary proceedings. A bill was brought in for puniſhing mutiny and deſertion of officers and ſoldiers in the ſervice of the Eaſt-India Company, and for the puniſhment of offences committed in the Eaſt-Indies and the iſland of St. Helena. This being a meaſure of a very extraordinary nature, all the members were ordered to attend the houſe on the day fixed for the ſecond reading. At the ſame time all charters, commiſſions, and authorities, by which any powers relative to a military juriſdiction, or the exerciſe of martial law, had been granted or derived from the crown to the ſaid company, were ſubmitted to the peruſal of the members. The bill was by many conſidered as a dangerous extenſion of military power, to the prejudice of the civil rights claimed by Britiſh ſubjects, and as ſuch, violently conteſted by the earl of Egmont, lord Strange, and Mr. Alderman Beckford. Their objections were anſwered by Mr. Murray, ſolicitor-general, and Mr. York, ſon of the chancellor. At length the miniſtry giving their countenance to the bill, after very warm debates, it paſſed into a law.

In the beginning of March 1754, died Mr. Pelham; his loſs was not only felt by his ſovereign, but by the nation in general. This miniſter was ſo fortunate as to preſerve the public good opinion, even while he purſued meaſures which were not entirely approved. The loſs of ſuch a head was the more deeply felt at this juncture, being the eve of a general election for a new parliament, when every adminiſtration is ſuppoſed to exert itſelf with redoubled vigilance and circumſpection. He had already concerted the meaſures for ſecuring a majority, and his plan was faithfully executed by his friends and adherents, who continued to engroſs the admi-

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adminiſtration. His brother, the duke of Newcaſtle, was appointed firſt lord commiſſioner of the treaſury, and was ſucceeded as ſecretary of ſtate by Sir Thomas Robinſon, who had long reſided as ambaſſador at the court of Vienna. The other department of this office was ſtill retained by the earl of Holderneſſe, and the function of chancellor of the Exchequer was performed by the lord chief juſtice of the king's bench, until a proper perſon could be found to fill that important office; but in the courſe of the ſummer it was beſtowed on Mr. Legge; Mr. George Grenville, brother to earl Temple became treaſurer of the navy, and Mr. Charles Townſhend was appointed a commiſſioner at the board of admiralty. The year 1754 gave birth to a noble deſign, for the improvement of the general commerce of Great Britain, in the eſtabliſhment of the ſociety for the encouragement of arts, manufactures, and commerce; the ſole object of which inſtitution was the advancement of ingenious and commercial arts upon the moſt liberal principles: honorary and pecuniary rewards were propoſed, both to excite emulation and induſtry. This ſociety was firſt ſet on foot by lord Folkſtone, lord Romney, the excellent Dr. Stephen Hales, and a few other private gentlemen; and as there were already two ſocieties of a ſimilar kind, one in Scotland, and the other in Ireland, this ſociety confined its premiums ſolely to that part of Great-Britain called England, and our own colonies, plantations, and ſettlements in America, Africa, and Aſia. It began with advertiſing premiums for the encouragement of young perſons of both ſexes in the arts of drawing and deſigning; for the encouragement alſo of our planters in America, for raiſing all the rich and precious productions of the countries of Spaniſh and Portugueſe America, as well

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well as of Asia and Africa. Much public benefit has accrued from this laudable institution, and it is to be regretted, that it hath lately much declined in its importance, and consequently in its usefulness.

A mercantile writer, about this time, attempted to ascertain the commerce which Great-Britain carried on, by computing the number of trading ships, and the amount of their tonnage, which sailed from the several ports.

	Tons.
He supposes two thousand ships to be employed in foreign trade during the year 1754, and the tonnage thereof to amount to — —	170,000
He supposes a like number of coasting vessels, which may contain —	150,000
Total tonnage	320,000

But this calculation has been thought by many to be considerably below the real amount, which others conjecture to be at least 500,000 tons.

Soon after the peace of Aix-la-Chapelle, a fresh cause of dissention between Great-Britain and France seemed to arise; for no sooner were commissioners appointed by both crowns to meet at Paris, and compromise these disputes, than the French employed every art of chicane to perplex and protract the negotiation. They not only misinterpreted treaties, though expressed with the utmost precision, and perplexed the conferences with difficulties and matter foreign to the subject, but they carried the finesse of perfidy so far, as to produce false charts and maps of the country, in which the rivers and boundaries were misplaced and misrepresented. The insincerity of the French court appeared farther, in affected delays and artful objections, with respect

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reſpect to the evacuation of the neutral iſlands in the Weſt-Indies; the governors of the Britiſh plantations, in different parts of America, tranſmitted intelligence, ſoon after the concluſion of the peace, that the French had begun to make encroachments on the back of the Engliſh colonies*. At length, the conferences at Paris broke up, without any buſineſs having been ſettled, or any point in conteſt cleared up. The twelfth article of the treaty of Utrecht had inveſted Great-Britain with the right of poſſeſſing Nova-Scotia, called by the French Acadia, according to its ancient limits; and this ceſſion was confirmed by the treaty of Aix-la-Chapelle. The Engliſh inſiſted, that the ancient limits of Nova-Scotia were, the ſouthern bank of the river St. Laurence to the north, and Pentagoet to the weſt. That the French themſelves looked upon Acadia as a country of this extent, when they poſſeſſed it in 1632, was proved by a letter of Louis the Thirteenth, to the ſieurs Charniſay and La Tour, in which he regulates their juriſdictions in Acadia, and by other inconteſtible evidence. The French commiſſioners laboured to prove, upon the authority of maps and certain writers, that the ancient limits of Acadia comprehended no more than the ſouth-eaſt part of the peninſula; but theſe teſtimonies were proved to be futile and miſquoted, and the moſt accurate of the French geographers, as well as the moſt celebrated of their ancient topographical American hiſtorians, ſuch as Champlain and Denys, were brought to atteſt the preſent claims made by the Engliſh to be founded in juſtice, and the general agreement of mankind, for more than a century paſt. The claim of the Engliſh, in ſhort, was ſupported by a regular ſeries of plain and de-

* Smollett's Continuation, Vol. I. p. 84.

ciſive

ciſive evidence, ſo that their right of poſſeſſing this diſtrict, to the excluſion of the French, was apparent. A philoſopher, who reaſons upon firſt principles, might perhaps have obſerved upon this controverſy, that the Engliſh and the French were diſputing for a country, to which neither of them had any juſt pretenſions; but ſuch ſentiments never mingle themſelves with the affairs of the world!

Whilſt Europe enjoyed a ſhort repoſe, in Aſia the conteſt for power between the two rival companies, occaſioned ſcarce any ſuſpenſion of hoſtilities: theſe took their riſe from the civil wars which were carried on by thoſe country governments, which were formed on the weſtern peninſula of India. The ſubordination of theſe diſtricts to the emperor of Hindoſtan, who is known in Europe by the title of the Great Mogul, had been rigidly enforced until the year 1738, when that ſcourge of mankind, Nadir Shah, the tyrant of Perſia, poured like a deluge over this devoted country. Delhi, the capital of the empire, a city of immenſe extent, unparalleled wealth, and ſuppoſed to contain two millions of inhabitants, became the prey of the invader. The Mogul empire fell with its metropolis. All the petty princes, or nabobs, who, for time immemorial, had been tributaries to this powerful ſtate, now emancipated themſelves from their dependence. Nothing could contribute more effectually to aggrandize the Europeans, who had ſettled in various parts of this extended coaſt, than the anarchy which prevailed among the natives. Both the French and Engliſh now extended their views beyond the limits of commercial advantages; they leagued with one petty prince to dethrone another, and the ſuperiority of European diſcipline and valour, ſecured conqueſt to that party with whom they

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they confederated. Great occaſions make great men: the aſpect of affairs in India drew forth, from an obſcure ſituation, a man, who became afterwards equally diſtinguiſhed for the boldneſs of his enterprizes, and the brilliancy of their ſucceſs. Captain Clive firſt diſtinguiſhed himſelf, when at the head of two hundred and ten Europeans; he attacked Arcot, the capital of a kingdom bearing the ſame name, and ſituated on the coaſt of Coromandel, in the vicinity of Madraſs and Pondicherry. Two competitors for the government had riſen: the French, in conſideration of enlarging their poſſeſſions around Pondicherry, by being put into poſſeſſion of a large tract of country, joined their forces to Sundah Saheb, one of the contending princes, who thus ſupported, defeated and ſlew his rival Anawerde Khan. This ſucceſs awakened the Engliſh; they immediately took the part of the vanquiſhed family. Thus a bloody war was again lighted between the factories of France and England, at a time when their reſpective ſovereigns were upon terms of friendſhip.

Dupleix, the French commander, had figured unrivalled on the coaſt of Coromandel, and had rendered himſelf the arbiter of the fate of princes, when Mr. Clive firſt began his glorious career, which has ſince procured almoſt all Bengal to the Engliſh company. The latter acquired, and retained, the grandeur and riches of which Dupleix had a glimpſe. This extraordinary man conducted the deſign upon Arcot with ſuch ſecrecy and diſpatch, that he was in poſſeſſion of the capital before the enemy was apprized of his undertaking. His moderation to the inhabitants, of whoſe perſons and effects he was then the abſolute diſpoſer, procured him the hearts of the natives, who ſought every opportunity of rendering him ſervices: by their means his army was

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was well ſupplied with proviſions, and he had the earlieſt intelligence of every motion of the enemy. Sundah Saheb, the French nabob, ſoon inveſted Arcot, at the head of a numerous army; and the operations of the ſiege were conducted by European engineers. Captain Clive kept the enemy in continual alarms by reſolute ſallies; but on the 14th day of October 1751, the nabob having made two breaches in the walls, began a general aſſault. They were received with ſuch firmneſs and ſpirit as they could not make head againſt; they were therefore repulſed in every quarter with great loſs, and obliged precipitately to raiſe the ſiege.

A reinforcement of European troops, under the command of captain Kirkpatrick, coming very ſeaſonably, juſt as the beſiegers were retreated, captain Clive purſued, and coming up with them on the 3d day of December, an obſtinate battle was fought on the plains of Arani, and a deciſive victory obtained by the Engliſh; after which the conqueror repaired to fort St. David. Early in the ſpring of 1752, he again took the field, with about three hundred Europeans, and a body of natives, which ſerved merely to give an appearance of numbers to his army. With theſe he marched to Koveripauk, about fifteen miles from Arcot, where the enemy was entrenched, with eight pieces of cannon. Their force conſiſted of fifteen hundred ſeapoys, ſeventeen hundred horſe, a body of natives, and one hundred and fifty Europeans. Clive, with his little army, forced their entrenchments with fixed bayonets. The French troops thereupon threw down their arms, a great ſlaughter of the natives enſued, but numbers ſaved themſelves by flight. All the cannon and baggage fell into the hands of the victors.

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After this exploit the command in chief devolved on major Laurence, then arrived from England; colonel Clive, however, ſtill continued to be actively employed. At the head of four hundred European ſoldiers he drove both the French and the country power before him. Sundah Saheb fell into the hands of the nabob of Tanjour, who was in alliance with the Engliſh company; and, according to the cruel manners which prevail in that country, was inſtantly put to death. This ſtate of warfare had produced a train of events ſo deſtructive to the intereſts of the French company, that in the year 1753 Dupleix was recalled, and M. Duvelar ſent out from France to ſucceed him in the command. He concluded a convention with the Engliſh, the tendency of which was, that every thing ſhould be reſtored that had been taken by either ſince the peace of Aix-la-Chapelle, only the ſucceſſes of the Engliſh procured for them a ſurrender of certain diſtricts, which were convenient for their commerce.

How much the commerce carried on by France to the eaſt was benefited by the reſtoration of peace, appears from authentic accounts of the merchandize imported at L'Orient in the year 1754, in fifteen Eaſt-India ſhips; the ſale of theſe cargoes producing one million and a half ſterling money *.

Very different were the views of France in America to thoſe which prevailed in the Eaſt-Indies. While the Britiſh colonies formed on the eaſtern coaſts were rapidly increaſing in population, and were buſied in commercial purſuits, the French were encloſing them in by forts erected on their back ſettlements; but the particular account of theſe encroachments will be given in the next chapter: in the mean time the following account of the productions and commerce of South Carolina,

* Anderſon on Commerce, Vol. II. p. 408.

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which was tranſmitted to England in the year 1753, deſerves to be recorded.

Eight Months Exportations from, and Importations to, Charles-Town, *viz. from the 12th Day of* November, 1752, *to the 12th Day of* July, 1753.

EXPORTED.

Rice	31,418 barrels.
Pitch	13,814
Tar	6,221
Turpentine	3,808
Beef	263
Pork	234
Deer-ſkins	303 hogſheads.
Lumber	591,412 feet.
Shingles	581,020 pieces.
Caſk-ſtaves	78,932

IMPORTED.

Rum, 921 hogſheads, 30 tierces, 93 barrels.
Sugar, 113 hogſheads, 5 tierces, 160 barrels, 63 baſkets.
Indian corn, 63,315 buſhels.
Negroes, 511.
Flour, 3425 barrels.
Salt, 9463 buſhels.
Madeira wine, 230 hogſheads, 44 barrels. *

From South-Carolina are exported great quantities of oranges and lemons of various kinds, to the more northern plantations on the continent: and theſe commodities would furniſh an important article for exportation, if the fruits would keep during the paſſage to Great-Britain; but that has been found impracticable. There are ſundry kinds of drugs produced in, and exported from, Carolina, though not particulariſed nor mentioned in this ſummary account; which, however, may be ſufficient to give a tolerable idea of the increaſing trade of that fine province.

* Anderſon on Commerce, Vol. II. p. 406.

Names

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Names of the Lord-High-Admirals and Commiſſioners for executing that Office, from the Year 1673, when the Duke of York reſigned, down to the preſent Time.

July 9, 1673. 25 Car. II.

PRINCE RUPERT
Anthony earl of Shaftbury, lord chancellor
Thomas lord viſcount Oſburne, lord treaſurer
Arthur earl of Angleſey, lord privy ſeal
} And thoſe Officers for the time being.

George duke of Buckingham
James duke of Monmouth
John duke of Lauderdale
James duke of Ormond
Hen. earl of Arlington, ſec. of ſtate
Sir Geo. Carteret, vice chamberlain
Henry Coventry, Eſq; ſec. of ſtate
Edward Seymour, Eſq;

Sept. 14, 1677. 29 Car. II.

Prince Rupert
Heneage lord Finch, lord chancell.
Tho. earl of Danby, lord treaſurer
Arthur earl of Angleſea, lord privy ſeal
James duke of Monmouth
John duke of Lauderdale
James duke of Ormond
Thomas earl of Oſſory
Henry earl of Arlington, lord chamberlain
William earl of Craven
Sir Geo. Carteret, vice chamberlain
Henry Coventry, Eſq; } ſecretaries
Sir Joſeph Williamſon } of ſtate
Sir John Ernle, chancellor and under-treaſurer of the Exchequer
Sir Thomas Chichely, knt. maſter of the ordnance
Edward Seymour, Eſq;

May 14, 1679. 31 Car. II.

Sir Henry Capel, knt.
Daniel Finch, Eſq;
Sir Thomas Lee, brt.
Sir Humphry Winch, brt.
Sir Thomas Meeres, knt.
Edward Vaughan, Eſq;
Edward Hales, Eſq;

Feb. 19, 1679-80. 32 Car. II.

Daniel Finch, Eſq;
Sir Humphry Winch, brt.
Sir Thomas Meeres, knt.
Edward Hales, Eſq;
William viſcount Brouncker
Sir Thomas Littelton, brt.

Jan. 20, 1681. 33 Car. I.

Daniel lord Finch
Sir Humphry Winch, brt.
Sir Thomas Meeres, knt.
Edward Hales, Eſq;
William viſcount Brouncker
Henry Saville, Eſq;
Sir John Chicheley

April 17, 1684. 36 Car. II.

Daniel earl of Nottingham
Sir Humphry Winch, brt.
Sir Tho. Meeres, knt.
Sir Edward Hales, brt.
Henry Saville, Eſq;
Sir John Chicheley, knt.
Arthur Herbert, Eſq;
John lord Vaughan
} This commiſſion was revoked May 22, 1684.

King James II. managed the admiralty-affairs by ſecretary Pepys all the time of his reign.

March 8, 1688-9. 1 Wm. III. and Mary.

Arthur Herbert, Eſq;
John earl of Carbery
Sir Michael Wharton
Sir Thomas Lee, brt.
Sir John Chicheley, knt.
Sir John Lowther of Whitehaven, brt.
William Sacheverill, Eſq;

Jan. 20, 1689. 1 Wm. and Mary.

Tho. earl of Pembroke and Montgomery
John earl of Carbury
Sir Thomas Lee, brt.
Sir John Lowther of Whitehaven, brt.
Sir John Chicheley, knt.

June 5, 1690. 2 Wm. and Mary.

Tho. earl of Pembroke and Montgomery
John earl of Carbery
Sir Thomas Lee, brt.
Sir Jn. Lowther of Whitehaven, brt.
Edward Ruſſel, Eſq;
Sir Richard Onſlow, brt.
Henry Prieſtman, Eſq;

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Jan. 23, 1690-1. 3 Wm. & Mary.
Tho. earl of Pembroke and Montgomery
Sir Thomas Lee, brt.
Sir John Lowther of Whitehaven, brt.
Sir Richard Onſlow, brt.
Henry Prieſtman, Eſq;
Anthony viſcount Faulkland
Robert Auſten, Eſq;

March 10, 1691-2. 4 Wm. and Mary.
Charles lord Cornwallis
Sir John Lowther, brt.
Sir Richard Onſlow, brt.
Henry Prieſtman, Eſq;
Anthony viſcount Faulkland
Robert Auſten, Eſq;
Sir Robert Rich, knt. and brt.

April 15, 1693. 5 Wm. & Mary.
Anthony viſcount Faulkland
Sir John Lowther, brt.
Henry Prieſtman, Eſq;
Robert Auſten, Eſq;
Sir Robert Rich, knt. and brt.
Henry Kellegrew, Eſq;
Sir Ralph Delaval, knt.

May 2, 1694. 7 Wm. and Mary.
Edward Ruſſel, Eſq;
Sir John Lowther brt.
Henry Prieſtman, Eſq;
Robert Auſten, Eſq;
Sir Robert Rich, knt. and brt.
Sir George Rook, knt.
Sir John Houblon, knt.

Feb. 28, 1695-6. 7 Wm. III.
Edward Ruſſel, Eſq;
Henry Prieſtman Eſq;
Robert Auſten, Eſq;
Sir John Rich, knt. and brt.
Sir George Rook, knt.
Sir John Houblon, knt.
James Kendall, Eſq;

June 5, 1697. 9 Wm. III.
Edward earl of Orford
Henry Prieſtman, Eſq;
Sir Robert Rich, knt. and brt.
Sir George Rook, knt.
Sir John Houblon, knt.
James Kendall, Eſq;
Goodwin Wharton, Eſq;

June 2, 1699. 11 Wm. III.
John earl of Bridgewater
John lord Haverſham
Sir Robert Rich, knt. and brt.*
Sir George Rook, Eſq;
Sir David Mitchell, knt.

* Sir Robert not degraded, but continued in the rank he was in before, though not advanced.

Nov. 1, 1699. 11 Wm. III.
John earl of Bridgewater
John lord Haverſham
Sir George Rook, knt.
Sir David Mitchell, knt.
George Churchill, Eſq;

April 4, 1701. 13 Wm. III.
Tho. earl of Pembroke and Montgomery
John lord Haverſham
Sir George Rook, knt.
Sir David Mitchell, knt.
George Churchill, Eſq;

Jan. 26, 1701. 13 Wm. III.
Tho. earl of Pembroke and Montgomery

May 28, 1702. 1 Anne.
His royal highneſs George prince of Denmark

June 20, 1707. 6 Anne.
His royal highneſs George prince of Denmark, high-admiral of Great Britain } On account of the UNION.
Names of the perſons appointed by his royal highneſs for his council, viz.

May 22, 1702. 1 Anne.
Sir George Rook, knt.
Sir David Mitchell, knt.
George Churchill, Eſq;
Richard Hill, knt.

March 29, 1703. 2 Anne.
Sir George Rook, knt.
Sir David Mitchell, knt.
George Churchill, Eſq;
Richard Hill, Eſq;
Hon. James Bridges, Eſq;

April 30, 1704. 3 Anne.
Sir George Rook, knt.
Sir David Mitchell, knt.
George Churchill, Eſq;
Richard Hill, Eſq;
Hon. James Bridges, Eſq;
Hon. Henry Pagett, Eſq;

Feb.

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Feb. 8, 1705-6. 4 Anne.
Sir David Mitchell, knt.
George Churchill, Eſq;
Richard Hill, Eſq;
Hon. Henry Pagett, Eſq;
Sir Cloudeſley Shovell, knt.
Robert Walpole, Eſq;
Sir Stafford Fairborne, knt.

April 19, 1708. 7 Anne.
Right hon. David earl of Wemys
George Churchill, Eſq;
Richard Hill, Eſq;
Hon. Henry Pagett, Eſq;
Sir Stafford Fairborne, knt.
Sir John Leake, knt.

June 20, 1708. 7 Anne.
Right hon. David earl of Wemys
George Churchill, Eſq;
Richard Hill, Eſq;
Hon. Henry Pagett, Eſq;
Sir John Leake, knt.
Sir James Wiſhart, knt.

Note, the prince died the 28th of October, 1708, and the queen acted in this interval by Mr. Burchett.

Nov. 29, 1708. 7 Anne.
Tho. earl of Pembroke and Montgomery

Nov. 8, 1709. 7 Anne.
Edward earl of Orford
Sir John Leake, knt.
Sir George Byng, knt.
George Doddington, Eſq;
Paul Methuen, Eſq;

Oct. 4, 1710. 9 Anne.
Sir John Leake, knt.
Sir George Byng, knt.
George Doddington, Eſq;
Paul Methuen, Eſq;
Sir William Drake, knt. and brt.
John Aiſlable, Eſq;

Dec. 20, 1710. 9 Anne.
Sir John Leake, knt.
Sir George Byng, knt.
Sir William Drake, knt. and brt.
John Aiſlebie, Eſq;
Sir James Wiſhart, knt.
George Clarke, Eſq;

Sept. 30, 1712. 11 Anne.
Thomas earl of Strafford
Sir John Leake, knt.
Sir George Byng, knt.
Sir William Drake, knt. and brt.
John Aiſlabie, Eſq;
Sir James Wiſhart, knt.
George Clarke, Eſq;

Jan. 19, 1713. 12 Anne.
The ſame commiſſion, leaving out Sir George Byng.

April 9, 1714. 13 Anne.
Thomas earl of Stafford
Sir John Leake, knt.
Sir William Drake, knt. and brt.
Sir James Wiſhart, knt.
George Clarke, Eſq;
Sir George Beaumont

Oct. 14, 1714. 1 Geo.
Edward earl of Orford
Sir George Byng, knt.
George Doddington, Eſq;
Sir John Jennings, knt.
Sir Charles Turner, knt.
Abraham Stanyan, Eſq;
George Baillie, Eſq;

April 16, 1717. 3 Geo.
James earl of Berkeley
Matthew Aylmer, Eſq;
Sir George Byng, knt. and brt.
John Cockburne, Eſq;
William Chetwynd, Eſq;

March 19, 1717-18. 4 Geo.
James earl of Berkeley
Sir George Byng, knt. and brt.
Sir John Jennings, knt.
John Cockburne, Eſq; *
William Chetwynd, Eſq;
Sir John Norris, knt.
Sir Charles Wager, knt.

* Here Mr. Cockburne ſtands after Sir John Jennings, becauſe Sir John was in the preceding commiſſion, without ever attending at the board, by reaſon of Mr. Aylmer's being placed before him.

Oct. 10, 1721. 3 Geo.
James earl of Berkeley
Sir John Jennings, knt.
John Cockburne, Eſq;
William Chetwynd, Eſq;
Sir John Norris, knt.
Sir Charles Wager, knt.
Daniel Pulteney, Eſq;

June 11, 1725. 11 Geo.
James earl of Berkeley
Sir John Jennings, knt.
John Cockburne, Eſq;

William

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William Chetwynd, Esq;
Sir John Norris, knt.
Sir Charles Wager, knt.
Sir George Oxenden, brt.

June 1, 1727. 13 Geo.
James earl of Berkeley
John Cockburne, Esq;
William Chetwynd, Esq;
Sir John Norris, knt.
Sir Charles Wager, knt.
Sir George Oxenden, brt.
Sir Thomas Littelton, brt.

August 2, 1727. 1 Geo. II.
Lord viscount Torrington
John Cockburne, Esq;
Sir John Norris, knt.
Sir Charles Wager, knt.
Sir Thomas Littelton, brt.
Lord viscount Malpas
Samuel Molyneaux, Esq;

June 1, 1728. 1 Geo. II.
Lord viscount Torrington
John Cockburne, Esq;
Sir John Norris, knt.
Sir Charles Wager, knt.
Sir Thomas Littelton, brt.
Lord viscount Malpas
Sir William Yonge, knt.

May 19, 1729. 2 Geo. II.
Lord viscount Torrington
John Cockburne, Esq;
Sir John Norris, knt.
Sir Charles Wager, knt.
Sir Thomas Littelton, knt.
Sir William Yonge, knt.
Lord Archibald Hamilton

May 13, 1730. 3 Geo. II.
Lord viscount Torrington
John Cockburne, Esq;
Sir Charles Wager, knt.
Sir Thomas Littelton, brt.
Lord Archibald Hamilton
Sir Thomas Frankland, brt.
Thomas Winnington, Esq;

June 15, 1732. 6 Geo. II.
Lord viscount Torrington
Sir Charles Wager, knt.
Sir Thomas Littelton, brt.
Lord Archibald Hamilton
Sir Thomas Frankland, brt.
Thomas Winnington, Esq;
Thomas Clutterbuck, Esq;

June 21, 1733. 7 Geo. II.
Sir Charles Wager, knt.
Sir Thomas Littelton, brt.
Lord Archibald Hamilton
Sir Thomas Frankland, brt.
Thomas Winnington, Esq;
Thomas Clutterbuck, Esq;
Lord Harry Pawlett

May 22, 1736. 9 Geo. II.
Sir Charles Wager, knt.
Sir Thomas Littelton, brt.
Lord Archibald Hamilton
Sir Thomas Frankland, brt.
Thomas Clutterbuck, Esq;
Lord Harry Pawlett
John Campbell, Esq;

March 12, 1738. 12 Geo. II.
Sir Charles Wager, knt.
Sir Thomas Littelton, brt.
Sir Thomas Frankland, brt.
Thomas Clutterbuck, Esq;
Lord Harry Pawlett
John Campbell, Esq;
Lord Vere Beauclerk

May 15, 1741. 14 Geo. II.
Sir Charles Wager, knt.
Sir Thomas Frankland, brt.
Lord Harry Pawlett
John Campbell, Esq;
Lord Vere Beauclerk
Lord Glenorchy
Edward Thompson, Esq;

March 19, 1741. 15 Geo. II.
Daniel earl of Winchelsea and Nottingham
John Cockburne, Esq;
Lord Archibald Hamilton
Lord Baltimore
Philip Cavendish, Esq;
George Lee, L. L. D.
John Trevor, Esq;

Dec. 13, 1743. 17 Geo. II.
Daniel earl of Winchelsea
John Cockburne, Esq;
Lord Archibald Hamilton
Lord Baltimore
George Lee, L. L. D.
Sir Charles Hardy, knt.
John Philipson, Esq;

Dec. 1744. 18 Geo. II.
The duke of Bedford
Lord Sandwich
Lord Archibald Hamilton

* Lord

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* Lord Vere Beauclerk
† Lord Baltimore
George Anſon, Eſq;
George Grenville, Eſq;

* This Lord never ſtood higher than Fifth in any Commiſſion till now.

† Here Lord Baltimore ſtands degraded to Fifth, inſtead of Fourth, as he ſtood in the two preceding Commiſſions.

Feb. 20, 1747-8.
John earl of Sandwich
Lord Vere Beauclerk
George lord Anſon
George Grenville, Eſq;
Right hon. Wm. Barrington
Wm. lord viſcount Duncannon
Wilbore Ellis, Eſq;
Honourable John Stanhope

Dec. 1748.
Honourable Thomas Villiers, in the room of the Hon. John Stanhope, deceaſed. The reſt continued.

Nov. 18, 1749.
John earl of Sandwich
George lord Anſon
William viſcount Barrington
William lord viſcount Duncannon
Welbore Ellis, Eſq;
Honourable Thomas Villiers
Granville Leveſon Gower, commonly called lord Trentham.

June 22, 1751.
Lord Anſon
William viſcount Barrington
William viſcount Duncannon
Welbore Ellis, Eſq;
Honourable Thomas Villiers
William Rowley, Eſq;
Honourable Edward Boſcawen

April 6, 1754.
Lord Anſon
Lord viſcount Duncannon
Welbore Ellis, Eſq;
Honourable Thomas Villiers
William Rowley, Eſq; (created a knt. of the Bath in 1755)
Honourable Edward Boſcawen
Charles Townſhend, Eſq;

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The Life of Sir CHARLES WAGER.

SIR CHARLES WAGER was born in the year 1666, and entered very young into the ſervice of his country, where he continued ſeveral years before he was honoured with a command. But his merit at length advanced him to thoſe honours he ſo well deſerved. He commanded the Hampton-Court, under Sir Cloudeſley Shovel, in the Mediterranean, in the year 1703; and alſo under Sir George Rooke, in the memorable battle off Malaga, in which the French were defeated.

In the year 1708 he commanded a ſquadron in the Weſt-Indies, and performed that agreeable piece of ſervice to his country, namely, the intercepting the Spaniſh galleons, of which we have given a full account *; and ſhall only add here, that the admiral of the galleons hoiſted his flag in a ſhip of ſixty-four braſs guns, and had between four and five hundred men, with near ſix millions of pieces of eight; the rear-admiral had fifty-five guns, and between three and four hundred men; but upon ſome difference ariſing between him and the admiral at Porto Bello, orders were given that no money ſhould be put on board her, ſo that thirteen cheſts of pieces of eight, and fourteen pigs of ſilver, which were privately put on board in the night, and belonged to ſome of the paſſengers, was all the treaſure, except what ſome private perſons might be poſſeſſed of. The other Spaniſh ſhips had ſcarce any money on board; but, like their rear-admiral, were chiefly laden with cacao, and only one of them of any conſiderable force. The two French ſhips had about a hundred thouſand pieces of eight on board.

[* Vol. III. p. 256.

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On the 24th of July commodore Wager received a commiſſion of rear-admiral of the blue, in conſideration of the many ſervices he had done his country. He continued to do every thing in his power to annoy the enemy, and protect our trade, till the latter end of the ſummer, when he received orders to return to England; and accordingly he left Jamaica, and arrived at St. Helens on the 20th of November.

On the 12th of November, 1709, he was appointed rear-admiral of the red, and continued ſerving his country in that ſtation till the death of queen Anne. He was choſen member for Portſmouth in the parliament which met in 1710. In 1713 he repreſented the borough of Weſtlow, and in 1714 was again choſen for Portſmouth.

On the acceſſion of king George I. he was appointed vice-admiral of the red, and ſent into the Mediterranean to relieve Sir James Wiſhart. And in the year 1717, he was appointed one of the commiſſioners for executing the office of lord high admiral of Great Britain and Ireland. In the year 1722 he again repreſented the town of Portſmouth, along with Sir John Norris.

In the year 1726, he was ſent into the Baltic with a ſquadron to aſſiſt the Danes and Swedes againſt the czarina, and had the pleaſure to ſee his endeavours crowned with ſucceſs; for the czarina being intimidated by the appearance of ſo formidable a fleet, laid aſide all thoughts of attempting any thing to the prejudice of Denmark and Sweden. Sir Charles was graciouſly received at both theſe courts, and had the honour to dine with the king of Denmark.

In the ſpring of the year 1727, Sir Charles ſailed from Spithead with ſix ſhips and two ſloops, to join admiral Hopſon, then at Gibraltar, in order to de-

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feat the intentions of the Spaniards, who had formed a ſcheme for retaking that place, and had actually opened the trenches before it; but the Spaniards were ſoon convinced that they had undertaken what they could not perform, and therefore deſiſted from any further attempts upon that ſtrong fortreſs.

Sir Charles ſailed from Gibraltar to the bay of Tetuan, where he was courteouſly entertained by the dey; but on his return to Gibraltar, the Spaniards were again employed on their works; on which Sir Charles took all poſſible precautions, not only to prevent their carrying on any approaches towards the place, but alſo for intercepting the galleons, then on their return to Europe. Theſe vigorous meaſures had the deſired effect; for the Spaniards immediately agreed to make up the differences then ſubſiſting between Great Britain and Spain. Such important ſervices could not fail of recommending him to the favour of his majeſty, who graciouſly received him at his return from the Mediterranean. During his abſence on this expedition he was a fourth time elected member for Portſmouth.

In the beginning of the year 1731, Sir Charles was appointed admiral of the blue, and ſent with a ſtrong ſquadron into the Mediterranean, in order to convoy Don Carlos into Italy, and place him on the throne of Naples; which he accordingly performed, and returned to St. Helens, where he arrived on the 10th of December.

In the beginning of the year 1733, Sir Charles, on the death of the earl of Torrington, was appointed firſt commiſſioner of the admiralty, and one of his majeſty's moſt honourable privy-council. In theſe poſts he exerted himſelf in the ſervice of his country, miſſing no opportunity of doing every thing in his power to maintain the honour of the

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Britiſh flag, and reward ſuch officers as were careful to diſcharge every branch of their duty.

In the next year at a general election, he was choſen to repreſent the city of Weſtminſter in parliament, together with lord Sundon. And in the year 1740 he was appointed one of the lords juſtices for the adminiſtration of the government during the king's abſence from the kingdom, when he viſited his Hanoverian dominions. Whilſt he continued to hold this important poſt, he wrote the following letter to admiral Vernon, then in the Weſt-Indies, which ſerves to throw a light on the political ſentiments of this great man; and if it does not ſhew him in the light of an elegant writer, it proves that he knew the political intereſts of Europe, and could predict future events with great accuracy.

Sir CHARLES WAGER *to Admiral* VERNON.

SIR,

"THIS is to own the receipt of your letter by captain Knowles. The duke of Newcaſtle is out of town, but your letter was read yeſterday at the regency, where your proceedings are very well approved. The fleet that is coming to you will ſail with the firſt wind, and to that I refer you for all the news that can be had from hence. Captain Knowles being deſirous to return to you, we have put him into the Litchfield, which ſhip is one of the ſquadron coming to you, and I hope he will be of good ſervice to you, as he is already by your account of him.

"I find, by a letter from captain Douglas to the board, brought by Knowles, that he had taken a Dutch ſhip from Cadiz, bound to Vera Cruz, which had a viceroy on board for Mexico, which ſhip is, I ſuppoſe, at Jamaica before now: the Dutch will,

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to be ſure, expect it to be releaſed, as being a Dutch ſhip, and will alſo claim the effects, though Spaniſh, as the French do by the treaty of commerce with them, which makes free ſhip, free goods, except they be contraband, and the treaty deſcribes what is contraband, and what is not, and we have already had diſputes with the French upon that head; but as the Spaniards have declared, as it is ſaid, that they will ſeize all Engliſh effects in Dutch, or neutral ſhips, and have actually done ſo in more inſtances than one; why we ſhould be fixed up by the treaty when they are not, I can ſee no reaſon, though to be ſure the Dutch will claim the benefit of the treaty*, as the French alſo will; and it is ſaid that there were at Cadiz, beſides French and Dutch, a ſhip or two with Imperial colours loading goods for America. Sir John Norris is ſailed with above twenty men of war of ſixty, ſeventy, and eighty guns to the coaſt of Gallicia, but I fear he will find it impracticable to enter Ferrol, and burn the ſhips there, it being ſo well fortified, and the entrance ſo narrow, and pretty long, with a number of guns on both ſides, and a boom, or chain acroſs: the ſtrength of the Spaniſh fleet is now there, being eighteen or twenty ſhips, with thoſe that went thither from Cadiz; they are in a bad condition, as we are informed, many men ſick and dead, and in want of every thing; as are alſo the

* He ſays in another letter, "If the Dutch ſhip was hired by the Spaniards, ſhe becomes a Spaniſh ſhip, till that time is expired; if ſhe was upon freight at ſo much a ton, it may alter the caſe: you know that in the late wars with France and Spain, the enemies goods uſed to be taken out, and the ſhips of neutral nations paid their freight and diſmiſſed; but by the treaty of Utrecht, of which I ſuppoſe you have a copy from this office, there is an article, that a free ſhip ſhall make free goods, both in the French and Dutch treaty; but as the Spaniards have already broke that treaty, by taking Engliſh goods out of Dutch ſhips, there is a Lex Talionis, that ſhould entitle us to do the ſame by them; but this is only my private opinion."

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troops in those provinces, though intended, when ordered thither, to make a descent upon us, which they soon found impracticable, for want of all things necessary for it, though we had no fleet to oppose them; but I believe those resolutions were taken to amuse the king of Spain, who thought he could conquer the world; but finding those things, and taking Minorca, but chimeras, and hearing, at last, when they could keep it no longer from him, of your success at Porto Bello, and since at Chagre, has put his majesty, as I hear by the by, into a fit of melancholy, that if the queen did not hinder, in all probability he would resign: no doubt but he was made to believe, that the French would join him; and we having no allies, which I think is no wonder, considering how we left them in the lurch, and forced them into a dishonourable peace, the Spaniards thought, and not without reason, that, with the French assistance, they could be too many for us: how long the French will keep out of the war cannot be known, but the loss of their commerce in the galleons and flota, if it continues, will certainly incline them to come into it at last. I hope we shall find some allies, if they should, or else such a war would be heavy upon us; though it would be a great prejudice to their trade, which has prodigiously encreased since the late wars, and is much more advantageous to their nation than war can be. There are, as usual, great expectations from your present expedition; if the soldiers do not fall sick and die, as they used to do formerly, something considerable will, no doubt, be done. I do not know whether the time of the year will be proper to go first to the Havannah, for fear of the Norths; if not, I see nothing considerable to windward but Carthagena; but you know, as well as I, that whatever is determined to be put in execution, must be imme-

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immediately proceeded upon; for ſoldiers, no more than other people, cannot do any thing when they are dead, and that will be their fate if they ſtay too long at Jamaica: the health your ſquadron have had, has been from your keeping them conſtantly employed. You will be the beſt judge, who are upon the ſpot, what ſhall be moſt adviſeable to undertake. I wiſh we had a ſquadron now in the South Sea, to have a communication with you from Panama; but the proper ſeaſon for that was loſt. I am ſure you will do what you can, and ſo I believe will lord Cathcart, in conjunction with you; he is a man of very good temper, and a good ſoldier, and I hope there will be no difference poſſible to ariſe between you. I wiſh you health, and all the ſucceſs that can reaſonably be expected, and ſhall remain,

Admiralty Office,
Auguſt 6, 1740.

Your humble ſervant,
CHARLES WAGER.

In the year 1741 Sir Charles Wager was again a candidate with lord Sundon, to repreſent the city of Weſtminſter in parliament; but the popularity of admiral Vernon at that time led many of the inhabitants of Weſtminſter, to wiſh to ſee him one of their repreſentatives. For this purpoſe Sir Charles was invited to join his name with that of the abſent admiral; but this he declined, and continued to connect himſelf with lord Sundon. Notwithſtanding the admiral's lady permitted a letter of hers to be inſerted in the public paper, in which ſhe declared "that her huſband being nominated at Weſtminſter, was not with her knowledge or approbation, nor of any of his friends as far as ſhe knew;" yet the meaſure was not dropped. The poll continued from the 2d to the 8th day of May, when a violent tumult

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tumult furniſhed a pretext for the books to be cloſed, and a party of ſoldiers to be called in to quell the riot. The numbers upon the poll when cloſed ſtood as follows, viz.

For lord Sundon	—	3533
Sir Charles Wager	—	3686
Admiral Vernon	—	3290
Mr. Edwin	—	3161

The voters of Weſtminſter looking upon their rights to be invaded by ſuch proceedings, preſented a petition to parliament, complaining of an undue election; whereupon the houſe of commons entered into an enquiry, and declared the election void. A new election was appointed on the 31ſt day of December, when the lord viſcount Percival and Mr. Charles Edwin were choſen without oppoſition. As to admiral Vernon, he had been choſen for three ſeveral places, viz. Rocheſter, Ipſwich, and Penryn in Cornwall, ſo that he could not be again put in nomination for Weſtminſter. The following letter written by Mr. Poultney, afterwards earl of Bath, to admiral Vernon, ſerves both to throw a light on the tranſaction, and to diſplay the character of Sir Charles Wager.

Dear SIR,

"THE world here, and eſpecially your friends, are waiting with great impatience for a ſecond expreſs from you, with the news of the ſurrender of the town of Carthagena, where we hope you will all get great riches, to add to the many honours you have already acquired. I write to you but ſeldom, becauſe I know you have but little leiſure to read uſeleſs letters, much leſs to anſwer them; but yet it is right you ſhould ſometimes hear from your particular

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particular friends and well-wiſhers, to know a little more truth than you are likely to hear from the miniſters alone. The great things you have done for your country, greater almoſt than ever man did, have met, I aſſure you, with a very grateful return from the generality of your countrymen. You are certainly, at this time, the moſt popular and beſt beloved man in England: all places that ſend members to parliament have been ſtruggling to have you for their repreſentative, and, I dare ſay, you might have been choſen in twenty more places than you are at preſent.

"The miniſtry (but when I uſe that general term, I mean the leading men among them) has, as far as they could, or durſt, oppoſed you every where, and ſet you at laſt up in the city themſelves, with no other view than to create confuſion and diſtraction there. This made the citizens, who ſaw their drift, nominate you as a candidate for Weſtminſter, where you would moſt certainly have carried it for one, but for the moſt ſcandalous practices, and violent acts of power that ever were made uſe of. Your friend, Sir Charles Wager, had nothing to do in this, which I am heartily glad of, becauſe I eſteem him much, and know him to be a very valuable man, extremely amiable in his character of private life, and a well-wiſher to his country in his public capacity: but as I underſtand a full account of their whole proceedings had been ſent to you, I will trouble you no further upon it: upon the whole, I can tell you, that we have a good parliament choſen, and I can aſſure you, by the juſteſt calculation, the miniſtry cannot brag of a ſure majority of ten members in it; I mean, to do their dirty work; but I hope to ſee a perfect unanimity in every meaſure that ſhall be judged neceſſary for the ſupport of his majeſty, and the honour and intereſt of our country.

We

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We are told, that two thouſand men are forthwith to be ſent to you, with all proper ſtores, proviſions, &c. theſe will, I hope, enable you to take the Havannah; and if we once get the iſland of Cuba, I hope we ſhall have ſenſe and ſpirit enough to keep it, notwithſtanding any remonſtrances, and even the combination of the whole world to force us to yield it back again. The poſſeſſion of that iſland muſt be of vaſt utility to us, and make this country for ever maſters at ſea, in that part of the world, from whence all the riches flow to Europe. Peru and Mexico might be the property of the Spaniards, under our protection, whilſt they ſuffered us to enjoy a reaſonable proportion of the trade, which the French have almoſt engroſſed for many years paſt; but if ever they pretended to uſe us again, as they formerly did, you have ſhewn them, that even thoſe kingdoms may be taken from them likewiſe. God Almighty ſend you ſucceſs in whatever you undertake; and may you finiſh your career with the ſame glory to yourſelf, and advantage to your country, that you have begun it. I am, with the greateſt truth and reſpect,

SIR,

London, June 16, 1741. Your moſt obedient, humble ſervant, WILLIAM PULTENEY.

Soon after, he quitted his poſt of firſt commiſſioner of the admiralty, and was ſucceeded by the earl of Winchelſea and Nottingham. Sir Charles did not long ſurvive his retreat from public buſineſs; he died the following year in the ſeventy-eighth year of his age. As he died without iſſue he left his fortune to his wife, and at her diſpoſal; except an hundred pounds a year to his ſiſter, and a thouſand pounds to his niece whenever ſhe ſhould marry, and

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until then forty pounds a year. His remains were depoſited in Weſtminſter Abbey, in the north iſle, where an elegant monument, by Schumaker, is erected, with the following inſcription:

To the memory of Sir CHARLES WAGER, Knight,
Admiral of the white, firſt commiſſioner of the admiralty,
And privy counſellor.
A man of great natural talents,
Improved by induſtry and long experience:
Who bore the higheſt commands,
And paſſed through the greateſt employments,
With credit to himſelf and honour to his country.
He was in his private life,
Humane, temperate, juſt, and bountiful;
In public ſtation,
Valiant, prudent, wiſe, and honeſt;
Eaſy of acceſs to all:
Steady and reſolute in his conduct:
So remarkably happy in his preſence of mind,
That no danger ever diſcompoſed him.
Eſteemed and favoured by his king;
Beloved and honoured by his country;
He died 24th of May, 1743. Aged ſeventy-ſeven.

The

The Life of Sir JOHN BALCHEN.

THIS eminent ſeaman owed his preferment entirely to intrinſic worth, and not to the powerful recommendations of family connections. He was born on the 2d of February, 1669, and after receiving a ſuitable education, entered on board the royal navy, where he ſerved ſeveral years in inferior ſtations, and by learning to obey, became qualified to command. He was appointed captain of the Virgin prize on the 25th of July, 1697, and was always conſidered as one of the moſt active commanders in the royal navy. He never ſacrificed the ſervice of his country to his own private intereſt, nor ſought ſtations that might be attended with greater advantage than thoſe where he was employed in protecting the Engliſh trade from the inſults of privateers.

He commanded the Shrewſbury in that remarkable action near Sicily, in which the Spaniſh fleet were almoſt totally deſtroyed by that of Great Britain, commanded by Sir George Byng.

In the year 1728, he was made rear-admiral of the blue; and in the year 1731, commanded under Sir Charles Wager, when don Carlos was placed on the Neapolitan throne.

In the year 1734, he was made rear-admiral of the white, and commanded a large ſquadron at Plymouth, which was intended to join the grand fleet under Sir John Norris; and in 1739, he was created vice-admiral of the red.

The war againſt Spain being declared in 1739, admiral Balchen was ſent in the ſpring of the next year to intercept the Aſſogue ſhips, then expected in Old Spain, under convoy of admiral Pizarro. But the Spaniſh admiral being informed by an ad-

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vice-boat that the Engliſh were cruiſing for him off Cape Finiſterre, ſtood to the northward, till he made the Lizard, and then bore away for the Spaniſh coaſts in the bay of Biſcay, and by that means eſcaped the vigilance of admiral Balchen, and arrived ſafe at St. Andero.

On the 9th of Auguſt, 1743, he was appointed admiral of the white; and at the beginning of next year, governor of Greenwich hoſpital, as ſome reward for the many ſervices he had done his country, and where he intended to ſpend the remainder of his days in peace and tranquility, free from the fatigues of a ſeafaring life. But theſe pleaſing expectations ſoon vaniſhed; his country once more demanding his ſervice.

Sir Charles Hardy had been ſent with a large convoy of ſtore-ſhips to admiral Matthews in the Mediterranean, who was in the utmoſt diſtreſs, his ſhips being almoſt deſtitute of proviſions, and their rigging in a very bad condition. The French were not ignorant of the diſtreſs of the Engliſh fleet, and therefore determined, if poſſible, to intercept Sir Charles, with his convoy, or at leaſt to prevent him from joining the admiral in the Mediterranean. Accordingly a large fleet was fitted out at Breſt; but to prevent any ſuſpicion, one or two ſhips only ſailed out at a time, all of which joined in a certain latitude, and then proceeded to execute their deſign. Sir Charles arrived ſafe at Liſbon; but before he could proceed on his voyage, the French had blocked him up in the Tagus.

There was now a neceſſity for relieving Sir Charles, and conſequently of ſending an admiral whoſe courage and conduct could be depended upon. In this extremity the miniſtry caſt their eyes upon admiral Balchen, who accordingly repaired to Portſmouth, and took on him the command of a large fleet, fitted out

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out for this important ſervice. On his arrival he hoiſted his flag on board the Victory, the largeſt and fineſt ſhip in the royal navy, and on the 17th of Auguſt ſailed from Spithead, to relieve Sir Charles Hardy. He arrived ſafe at Liſbon on the 9th of September, and after joining the ſquadron of Sir Charles, convoyed them to Gibraltar; the French, at his approach, retiring into Cadiz.

Admiral Balchen having performed this important ſervice, proceeded to cruize on the coaſt of Portugal, hoping to come up with ſome of the Breſt fleet; but the French commander took care to prevent his deſign, by continuing in the harbour of Cadiz. The Britiſh admiral, on being informed that the French had taken ſhelter under the fortifications of that place, continued his courſe for England. But on the 3d of October, he was overtaken by a violent ſtorm, which diſperſed the fleet, and the Victory, being drove on the Caſkets, ſunk, and every ſoul on board her periſhed.

Thus the gallant Balchen, when he was entering the channel, and retiring for ever from the ſtorms which ſwell the ocean with tremendous commotions, was overtaken, and buried beneath the foaming ſurface of the deep. The whole nation ſhewed a generous concern for this terrible misfortune; and his majeſty was graciouſly pleaſed to ſettle a penſion of five hundred pounds per annum on the admiral's lady during life: and to perpetuate his memory, a ſmall and neat monument was erected in Weſtminſter Abbey, on which is the following inſcription:

"Sir John Balchen, Knight, admiral of the white ſquadron of his majeſty's fleet; who, in the year 1744, being ſent out commander in chief of the combined fleets of England and Holland, to cruize on the enemy, was, on his return home, in his majeſty's ſhip the Victory, loſt in the channel by a violent ſtorm. From which ſad circumſtance of his death

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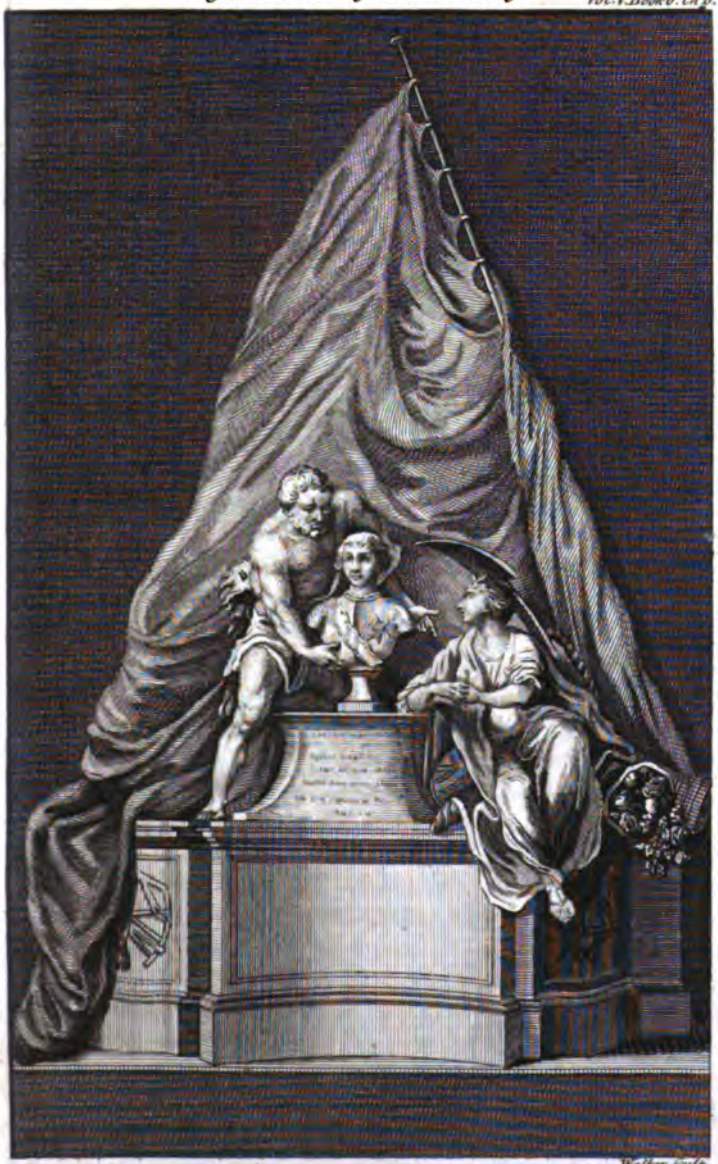
death we may learn, that neither the greateſt ſkill, judgment, or experience, joined to the moſt unſhaken reſolution, can reſiſt the fury of the winds and waves; and we are taught from the paſſages of his life, which were filled with great and gallant actions, but accompanied with adverſe gales of fortune, that the brave, the worthy, and the good man, meets not always his reward in this world. Fifty-eight years of faithful and painful ſervice he had paſſed, when being juſt retired to the government of Greenwich hoſpital, to wear out the remainder of his days, he was once more, and for the laſt time, called out by his king and country, whoſe intereſt he ever preferred to his own, and his unwearied zeal for their ſervice ended only with his life; which weighty misfortune to his afflicted family, became heightened by many aggravating circumſtances attending it; yet, amidſt their grief, they had the mournful conſolation to find his gracious and royal maſter mixing his concern with the general lamentations of the public, for the calamitous fate of ſo zealous, ſo valiant, and ſo able a commander; and, as a laſting memorial of ſincere love and affection borne by his widow to a moſt affectionate and worthy huſband, this honorary monument was erected by her.

"He was born February the ſecond, 1669; married Suſannah, the daughter of colonel Apreece, of Waſhingly in the county of Huntingdon; died October the 7th, 1744, leaving one ſon and one daughter *; the former of whom, George Balchen, ſurvived him but a ſhort time; for, being ſent to the Weſt-Indies in 1745, commander of his majeſty's ſhip the Pembroke, he died at Barbadoes, in December the ſame year, aged twenty-eight, having walked in the ſteps, and imitated the virtues and bravery of his good, but unfortunate father."

* Who married Mr. Weſt, afterwards an admiral; of whom more will be ſaid hereafter.

The



Walker sculp.

The Monument of L.r Peter Warren.
who Died 1752, Aged 49.

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The Life of Sir PETER WARREN.

THIS celebrated commander was deſcended from an ancient family in Ireland, and received a ſuitable education to qualify him for a command in the royal navy, in which he ſerved ſeveral years with the greateſt reputation, always preferring his country's intereſt to his own, and being indefatigable in diſtreſſing the enemy and taking their ſhips, on every ſtation where he commanded.

But the tranſaction which placed his great abilities in their full light, was the taking of Louiſbourgh in the year 1745, when he was appointed commodore of the Britiſh ſquadron ſent on that ſervice, of which we have given a full account, page 268.

As ſoon as the news of Louiſbourgh's being taken, reached England, congratulations from every quarter were preſented to his Britannic majeſty, on which joyful occaſion, his majeſty granted to general Pepperell the dignity of a baronet, and appointed commodore Warren rear-admiral of the blue, as ſome recompence for their eminent ſervices.

The taking of Cape Breton, was a very ſevere ſtroke to the French, as it deprived them of their valuable fiſhery, and was the key of Canada. It is therefore no wonder that they were conſtantly on the watch to retake this favourite place: in the year 1747, they fitted out a large fleet for this purpoſe, and at the ſame time another ſquadron, to proſecute their ſucceſs in the Eaſt-Indies. Theſe two ſquadrons were ordered to ſail at the ſame time, and to keep company with each other, till they were at a ſufficient diſtance from the coaſt of France, to be paſt all danger of meeting with a ſuperior fleet to oppoſe their paſſage. But this ſcheme, which the French flattered themſelves, could not fail of ſucceeding,

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ceeding, was rendered abortive by the gallant admirals Anſon and Warren, who with a large fleet of ſhips fell in with the French, defeated the whole fleet, and took the greateſt part of the men of war, as we have already related at large, page 336 & ſeq. of this volume. Thus the conqueror of Cape Breton became its protector, and confirmed its poſſeſſion to the Engliſh, who kept it till the peace of Aix la Chapelle. For this gallant action, admiral Anſon was created a peer of Great Britain, and admiral Warren inveſted with the order of the Bath.

This was the laſt ſervice Sir Peter Warren rendered to his country, as a commander in the Britiſh fleet, except the taking of ſome rich St. Domingo ſhips ſoon after; for a peace being concluded in the ſucceeding year, the fleet was laid up in the ſeveral harbours. He was, however, ſtill indefatigable in doing every thing in his power that might tend to the advantage of his country; and this diſpoſition he conſtantly diſcovered as a member of the Britiſh parliament. There he ſupported the cauſe of the naval officers with great ſpirit and propriety, when the bill for ſubjecting them to martial law was depending: and every ſcheme that had a tendency to national benefit, was ſure to meet with his approbation and protection. Nor were his countrymen ungrateful for the many ſervices he had done them; the inhabitants of Weſtminſter choſe him for one of their repreſentatives in parliament, and all ſeemed ambitious to ſhew how highly they eſteemed him.

The city of London preſented him with the freedom of their city in a gold box, and ſolicited him to become one of their aldermen. But that honour he very handſomely declined. At the ſame time he ſent two hundred pounds, half of which he deſired might be applied for defraying the expence of a dinner, and the other half diſtributed to the poor of the ward. The profeſſion of a ſeaman might have been thought

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not ſo well ſuited to the character of a magiſtrate of the city of London, but the popular cry was too violent to be regulated by conſiderations of propriety; the admiral indeed had declined the honour, but ſome zealots were determined to confer it on him, even againſt his will; he was therefore nominated for Billingſgate ward, in oppoſition to William Alexander, Eſq; and a poll being demanded, Sir Peter was declared duly elected. Nothing was more foreign to the new alderman's intentions than to conform to the routine of buſineſs, which that dignity preſcribed; but as his officious friends would take no denial, and the goldſmith's company had admitted him to their livery, whereby he became eligible to the office, he had no other means left of diſencumbering himſelf of this unwieldy honour, than by the payment of five hundred pounds into the chamber of London.

At a general aſſembly at the Tholſel at Dublin, Sir Peter Warren was complimented with the freedom of that city in a gold box, without any of thoſe expenſive appendages to that honour which followed the diſtinctions ſhewn him by the city of London.

In the midſt of this popularity he paid a viſit to Ireland, his native country, where he died of an inflammatory fever, on the 29th of July, 1752, in the forty-ſecond year of his age; ſincerely lamented by all ranks of people. An elegant monument is erected to his memory in Weſtminſter Abbey, on which is inſcribed the following character of this public ſpirited man:

Sacred to the memory
Of Sir PETER WARREN,
Knight of the Bath,
Vice-admiral of the red ſquadron
Of the Britiſh fleet,
And member of parliament
For the city and liberty of Weſtminſter.

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He derived his deſcent from an ancient family of Ireland;
His fame and honours from his virtues and abilities:
How eminently theſe were diſplayed,
With what vigilance and ſpirit they were exerted,
In the various ſervices in which he had the honour to command,
And the happineſs to conquer,
Will be more properly recorded in the Annals of Great Britain.
On this tablet, affection with truth muſt ſay,
That deſervedly eſteemed in private life,
And univerſally renowned for his public conduct,
The judicious and gallant officer
Poſſeſſed all the amiable qualities of the friend,
The gentleman, and the Chriſtian.
But the Almighty,
Whom alone he feared,
And whoſe gracious protection he had often experienced,
Was pleaſed to remove him from a life of honour
To an eternity of happineſs,
On the 29th day of July, 1752, in the forty-ſecond year of his age.

Suſannah, his afflicted wife, cauſed this monument to be erected,
By
S. F. Roubiliac,
MDCCLIII.

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Monument of Admiral Vernon in Westminster Abbey.

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The Life of Admiral VERNON.

EDWARD VERNON, Eſq; was deſcended from an ancient family in Staffordſhire, and born at Weſtminſter on the 12th of November, 1684. His father, who was ſecretary of ſtate to king William and queen Mary, gave him a very good education, and had no intention of bringing him up for the ſea-ſervice; but his genius being entirely turned to that employment, his father at laſt conſented, and young Vernon purſued thoſe ſtudies which had relation to navigation and gunnery with ſurpriſing alacrity and ſucceſs.

The firſt expedition Mr. Vernon made to ſea, was under admiral Hopſon, when the French fleet and Spaniſh galleons were deſtroyed at Vigo; an expedition that will always remain an inſtance of the amazing intrepidity and courage of the Engliſh.

In the year 1702, Mr. Vernon ſerved as ſecond lieutenant on board the Reſolution, in an expedition to the Weſt Indies, under the command of commodore Walker, when he gained that remarkable knowledge of the Leeward iſlands, for which he was afterwards ſo diſtinguiſhed.

In the year 1704, Mr. Vernon ſerved on board the fleet commanded by Sir George Rooke, in convoying the king of Spain to Liſbon; when he received an hundred guineas and a ring from his majeſty's own hand. He was alſo at the famous battle off Malaga, both which were performed the ſame year; and alſo in moſt of the great tranſactions of that time.

Having thus ſerved as an inferior officer ſeveral years, he was appointed commander of the Dolphin, January the 22d, 1705; and in the year 1707, commanded the Royal Oak, one of the ſhips ſent

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to convoy the Liſbon fleet, which falling in with the French, three of the men of war were taken, and a fourth, viz. the Devonſhire, was blown up. The Royal Oak was boarded by the Achille, but had the good fortune to eſcape.

In the year 1708, Mr. Vernon commanded the Jerſey, and was ſent to the Weſt-Indies, with a commiſſion of rear-admiral to Sir Charles Wager, who had lately deſtroyed the galleons in thoſe ſeas. Here he was remarkably vigilant, taking many valuable prizes, and greatly interrupting the trade of the enemy.

In the year 1715, Mr. Vernon commanded the Aſſiſtance, a ſhip of fifty guns, under Sir John Norris, in an expedition to the Baltic, by which means he had an opportunity of being acquainted with the north-eaſt part of Europe, as he had before with the coaſt of the Mediterranean and the Weſt-Indies.

He alſo commanded the Grafton, of ſeventy guns, in the ſame ſeas, under Sir Charles Wager, in 1726, during which expedition he compleated his knowledge of theſe parts; for he never neglected any opportunity of making all the neceſſary obſervations where-ever he came.

At the acceſſion of king George II. in the year 1727, a new parliament was called, and captain Vernon was choſen member for Penryn in Cornwall. And ſoon after he was ſent to Gibraltar, commander of the Grafton, to join Sir Charles Wager, where he continued till the reconciliation with Spain was effected.

As a member of the houſe of commons, Mr. Vernon oppoſed the meaſures of Sir Robert Walpole with great warmth, but when it was found impoſſible any longer to keep on terms with Spain, the miniſtry made choice of him, being now created vice-

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vice-admiral of the blue, to command a fleet in the Weſt-Indies. This memorable expedition has been already related, page 56, 96, & ſeq. the miniſtry have been charged with never heartily wiſhing it ſucceſs; the following letter written by Mr. Pulteney, afterwards earl of Bath, to his friend the admiral, ſhews how backward they were to ſet it on foot.

SIR,

"HAVING an opportunity of writing to you by a ſafe conveyance, give me leave, in the firſt place, to return you my thanks for your letter; and, in the next, for your own honour and our country's ſervice let me add, my wiſhes that you have performed ſome exploit worthy your character, and our expectations. I am ſure it will pleaſe you to hear that all your friends in parliament have taken the part of joining, with the utmoſt zeal, in the ſupport of the war; nay, we have taken the lead; and forced (ſome at leaſt in) the adminiſtration to do what they were very unwilling to do, though the whole nation ſeemed to require it, and though it was the only ſtep they could take to extricate themſelves from the ignominy of their former long forbearance and timidity. God proſper our arms with ſucceſs, and make you the inſtrument of retrieving the honour of your country. I am confident you will do me the juſtice to believe that no one can poſſibly wiſh you better, or is more ſincerely than I am,

London, Nov. 25, 1739.

Your faithful friend, and moſt obedient humble ſerv.

WILLIAM PULTENEY."

However,

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However, the reduction of Porto Bello compelled the miniſtry to unite their voice with that of the whole nation in extolling the exploit. On this occaſion Mr. Pulteney wrote to the admiral as follows:

SIR,

"THIS will be delivered to you by captain Limeburner, one whom Sir Charles Wager preferred, at my recommendation: you will find him, I dare ſay, a very ſenſible honeſt man, and if he be ſuch, I am confident, he will meet with your further encouragement and protection. Since I now write to you by him with ſafety, I will venture to do it with ſome freedom, and give you ſuch lights into our way of acting and thinking here, as may perhaps be of ſome uſe to you. I take it for granted, that you have been thoroughly informed, by Mr. Wood, of every thing that paſſed in parliament here, when we firſt received the news of the taking of Porto Bello. When our miniſters found that they could neither diminiſh the glory of your enterprize, nor leſſen the importance of the place, both of which they attempted, they thought it moſt prudent to join in the cry, and ſeem as forward as any of us, in the addreſſes of congratulation, aſſuming, at the ſame time, great merit to themſelves, ſince you acted, they ſaid, by their orders: your friends took the affair up with as high a hand as poſſible, and had the whole nation to back them in it. The miniſtry being thus forced to chime in with us, though their affectation was viſible to every one, it furniſhed us with the means of driving them further than ever they intended to go. When I ſay the miniſtry, you muſt underſtand me to mean only the *primum mobile*—there; for I am fully perſuaded there are

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ſome among them, willing to act with vigour, and to do the nation juſtice. We ſhewed them how much time and how many opportunities had been loſt, and what ignominy this nation had ſuffered by our former timidity; we urged, that it was now manifeſt, by what you had done, as well as by what you had formerly ſaid, that this very thing might have been accompliſhed long ago, with a much leſs force than Hoſier had. We reproached them for ſending no land-forces with you, to enable you to puſh your conqueſts farther, and particularly, for their backwardneſs in not ſupporting you from time to time with more ſhips, and a conſtant ſupply of freſh ſtores, proviſions, &c. At the ſame time we aſſured them, that if they would even now be in earneſt in vindicating the honour of the nation, and carrying on the war with vigour, they ſhould find us ready to ſupport them in whatever could in reaſon be aſked, and that all animoſities ſhould ſubſide, till we had retrieved our loſt reputation: to avoid theſe clamours, and urged by theſe aſſurances, they pretended to be as much in earneſt as ourſelves, and this begat my lord Cathcart's expedition. (Perhaps in time I may explain ſomething further to you on this head.) We made all our promiſes good; and having given them every thing they aſked of parliament, no one expence was refuſed them, though many needleſs ones were demanded, particularly the increaſe of our horſe and dragoons at home, under the ridiculous pretence of fearing a foreign invaſion. They deſired a body of marines, which was chearfully agreed to; but when they came to deliver the eſtimate, it was manifeſtly meant only as an augmentation of our land-forces, and an increaſe of our home eſtabliſhment of guards and garriſons, which already gave too much jealouſy. This was ſhewn; the miniſtry was expoſed, but the ſervice was

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was nevertheleſs voted. After this they came again to parliament, and deſired now really a body of marines, which they intended ſhould ſerve on board the fleet; we laughed at them for thus expoſing their former conduct; and when we had declared, that all the foot regiments in England ſhould be looked upon as marines, and liable to ſerve on board the navy, and ſhewn what they meant by this job, which was to get a place or two more for ſome members of parliament, we agreed to this likewiſe, and voted the eſtabliſhment. Four millions of money have been given, and, I dare ſay, much more will be expended in ſimple camps at home, and idle parading with our fleets abroad. A vaſt fleet is to be ſent with Sir John Norris, and yet no body ſeems to have any expectations from it. To ravage the coaſts of Spain (ſuppoſing we could do it) ſeems to be with a deſire only of forcing the Spaniards into a peace, before we have ſecured ſuch advantages, as we may reaſonably hope for in another place. Every man of ſenſe agrees, that the only place to puſh them in, is the Weſt-Indies, and there we can be too hard for them, and may defy the whole world beſides. All pomp and oſtentation in the European ſeas is uſeleſs. Had we, inſtead of the expence we have been at, ſcoured the ſeas at home with ſeparate men of war, and drove away the privateers, who have preyed on our trade, and infeſted even our very coaſts, keeping, at the ſame time, a ſufficient ſtrength againſt any attack, our merchants had been much better ſatisfied, and we had given leſs umbrage and offence to France, whilſt we might have done our buſineſs in another place more effectually. This I hope we ſhall ſtill do; and I own I have great confidence in lord Cathcart, becauſe I am ſure he comes determined

to

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to co-operate with you, and *to be guided by you* *, in every thing that ſhall be judged for the honour and intereſt of Great Britain. You will find him a very able man, with great ſpirit, honour and judgment; and I have formerly heard lord Marlborough commend him extremely as a ſoldier. *Whilſt you two agree, and for the ſake of your country I hope you always will* †, what may not this nation expect? We one and all cry out there is no dependance on the faith of treaties; ſomething muſt be obtained to keep the Spaniards from inſulting us again; and we muſt no longer rely on bare promiſes only, for the ſecurity of our navigation and commerce: *Take and hold*, is the cry; this plainly points out Cuba; and if the people of England were to give you inſtructions, I may venture to ſay, ninety-nine in a hundred would be for the attacking of that iſland. We are told it is left to a council of war to determine where you are to go; ſhould it be to Carthagena firſt, even that action (great as it might be) would be a diſappointment of our hopes; it might be a very ſenſible miſchief to Spain, but what we now immediately want is, advantage to ourſelves. Cuba is an iſland that may be of ſuch importance, and the Havannah is a port of ſuch infinite conſequence, that the conqueſt of them ſeems to be preferable to every thing elſe. Theſe we may take and hold, and theſe will give us the key to the Weſt Indies. Thus does every man in England reaſon, except very few, who may be careful of giving offence to France, and fancy peace may be rendered more difficult by this maxim of taking and

* The well known diſpoſition of the admiral may be inferred from this expreſſion of his friend.——In another letter he ſays, "Lord Cathcart is a brave and worthy man, and I dare ſay, will have ſenſe enough to agree with you in every thing, and live in a perfect harmony."

† Another clue to the character of admiral Vernon.

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holding. Perhaps likewiſe the people of Jamaica may not be very forward to encourage an attempt againſt Cuba, imagining it may leſſen the value of their lands in Jamaica; but ſuppoſing this were true, of what weight is ſuch a conſideration when put into the national ſcale? Surely Cuba may be made of infinitely more importance to the Mother Country; it is a pure, a large, and a healthier iſland, and, in all reſpects whatſoever, better ſituated. I make no queſtion, but that, with a right conduct, it might ſoon be peopled; many perſons, with proper encouragement, and a right diſtribution of the lands, might be brought to ſettle there from our continent, and from other parts of America. The act we paſſed laſt ſeſſion for naturalizing all foreign proteſtants, who ſhall reſide, for ſeven years, in any of his majeſty's colonies in the Weſt-Indies, will help to people it from Europe; and when we are once poſſeſſed of it, the whole world will not be able to diſpoſſeſs us again; we may then make peace with Spain, without the intervention of France, giving them almoſt any thing in Europe they may deſire, but ſhewing them, at the ſame time, they ſhall, in a great meaſure, depend upon us, the chief maritime power, for the very poſſeſſion of their Indies; and convincing them of the truth of their own old proverb, "peace with England, and war with the whole world." The conqueſts you have already made, have been great and glorious; but what has raiſed your reputation ſtill higher, has been your temper, conduct and great humanity. To ſpare the individuals, when you had forced them to ſubmit, is the true ſpirit of heroiſm; deſtroying the forts, and laying open their trade, is acting at the ſame time, with equal judgment and good-nature; but when the trade on the continent of New Spain is open, every body is equally at liberty to partake of it, and

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and I doubt France and Holland would run away with a great ſhare of the profit of it; but had we the Havannah, this would not be the caſe; believe me, every body here reaſons in this way, and all our hearts are bent on Cuba. I ſay this to you, that you may be appriſed of our real ſentiments; I mean the ſentiments of the city of London, and the whole people, and not hear what they ſay only who may ſend you your inſtructions. Carthagena may follow the conqueſt of Cuba; but it will be difficult, if not impoſſible, to attack the Havannah after Carthagena. In ſhort, (according to our manner of reaſoning here) nothing can be done, on any part of the continent of New Spain, half ſo acceptable to every merchant in England, as taking the Havannah. Having ſaid this, which I thought myſelf in friendſhip obliged to do, it muſt be left to your better judgment to act as you think proper; and all I will ſay further is, that your reputation is now ſo ſecurely fixed, that you need have very little regard to any thing but your own judgment. You have reſtored the honour of your country; you have eſtabliſhed your own; and you may deſpiſe all the efforts of your enemies (if you have any) to hurt you. Proceed with the ſame ſucceſs as you began, and be aſſured, no one wiſhes it you with more ſincerity and true friendſhip than,

Dear SIR,

London, Aug. 17, 1740.

Your moſt obedient, humble ſervant,

WILLIAM PULTENEY."

The duke of Newcaſtle, who was then ſecretary of ſtate, expreſſed himſelf as follows:

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SIR,

"HIS majesty is so fully perſuaded of your zeal for his ſervice, and of your prudence and good conduct, in taking ſuch meaſures as ſhall the moſt effectually conduce thereto, that the king does not think it proper to preſcribe any particular ſervice to be undertaken by you, but leaves it entirely to your direction to act againſt the Spaniards, in ſuch manner, and in ſuch places, as ſhall appear to you beſt to anſwer the ends propoſed by his majeſty's orders to you, which were to diſtreſs and annoy the Spaniards in the moſt effectual manner, by taking their ſhips, and poſſeſſing yourſelf of ſuch of their places and ſettlements as you ſhould think practicable to attempt, and in convoying and protecting his majeſty's ſubjects, in carrying on an open and advantageous trade with the Spaniards in thoſe parts: all which his majeſty doubts not but you will do, in the beſt manner you are able.

"I muſt not conclude this letter without deſiring you to accept my hearty congratulations upon the great and ſignal ſervice which you have done to your king and country; and aſſuring you, that none of your friends can have a truer pleaſure in the honour you have ſo deſervedly acquired by it, or can more ſincerely wiſh for a continuance of the ſucceſs which has hitherto attended you, than,

SIR,

Whitehall, March 26, 1740.

Your moſt obedient, Humble Servant, HOLLES NEWCASTLE."

The national loſs ſuſtained by the death of lord Cathcart, and the influence which that event had on the following operations in the Weſt-Indies, have been

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been already ſhewn. We ſhall inſert the following letter, becauſe it diſcovers the political ſentiments which ſo reſpectable a characters as Mr. Pulteney adopted, and as it lays open ſome of the ſecret cauſes which may be ſuppoſed to have impeded our ſucceſſes in the Weſt-Indies.

SIR,

"IT has been printed in our miniſterial news papers, that you are to be called home, at your own requeſt; but I hope the report is without foundation: methinks I would willingly have you ſtay ſome time longer where you are, and ſucceed in ſome farther enterprize before your return, for the good of your country, and to compleat your own glory. My heart, I own, has always been ſet upon the conqueſt of Cuba. Take and hold has been the maxim I have ever maintained; and had we once poſſeſſion of that iſland, we might, I am confident, hold it, in ſpite and defiance of all the powers of Europe. It would have been a perpetual cheque on the Spaniards, in as much as the Havannah commands the gulph of Florida; there was a time before it was ſtrengthened and reinforced, that I fancy you might have taken it, had you been rightly authorized, and properly ſupported; but I fear it is now too late to flatter ourſelves with any ſuch hopes: but could we take St. Jago, and make a ſettlement in that part of the iſland, ſo as to hold it, it might be of the utmoſt importance; and this, I hope, may be yet done, when the ſuccours that are coming to you ſhall arrive. Whether ſome people here mean, or deſign any farther conqueſts, in the Weſt Indies, I own ſeems very doubtful: *God ſend they may be under no unhappy engagements to the contrary!* The three thouſand men from Ireland are at length ſailed, but

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but they have been unaccountably delayed; and I fear their number is too ſmall, conſidering the mortality in that climate, to attempt any great matters, farther than the taking St. Jago; I hope they may be ſufficient to ſettle and protect that part of the iſland, if they take St. Jago, againſt any attempt the Spaniards can make to diſpoſſeſs them. The ſureſt ſign that our miniſtry mean to do nothing, ſeems to me, the leaving the command of the army to that perſon who has done ſo ill, and between whom and you, they tell us, there is ſuch an irreconcileable difference: ſurely they ought to have recalled him long ago. I take it for granted, that you have intelligence from hence of every thing that paſſes here, which may regard or affect yourſelf; but leſt you ſhould not, I will venture in general to give you ſome few hints, which may be of uſe to you; and which a ſincere friend of yours, as I profeſs myſelf, ought to do. Our great men are endeavouring, I fear, all they can to abate of your popularity here, and are attempting to make the diſputes, between you and the land forces, in the Weſt Indies, a party quarrel between land and ſea-officers here; wherein they think they have an evident advantage, as the land officers are much more numerous. They are trying to repreſent you as a warm, impracticable man; and, though they own you have done great ſervice in what has paſſed, yet they ſay very little is to be expected from you, for the time to come, ſince no one can agree with you: but in ſpite of all they can ſay or do, you ſtill are, and I hope will continue to be the favourite, I may ſay, the idol of the people in general; and no man was ever more beloved than yourſelf. I am very confident you may get the better of all theſe vain attempts and deſigns of your enemies, by a ſteady perſeverance, that

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that nothing can move, in the true intereſt of your country; let no accident, or even deſign, ruffle or alter your temper, ſo as to give thoſe, who mean to hurt you, any advantage over you; purſue what you have at heart, the glory of your country, with that vigour and zeal you have ever done; but do it with that calm ſedateneſs and complaiſance, even to your falſe friends, as ſhall make it impoſſible for them to prejudice you. When I have ſaid this, from the ſincerity of a heart, meaning you well, I cannot but pity the ſituation you are in, to receive your ſupport, from thoſe only, who intend you no good; to have thoſe, who ſhould co-operate with you, tardy in every thing you can propoſe for the country's ſervice: to ſee you ſurrounded by multitudes abroad, and many likewiſe at home, who have, in all they do, no other view, but their own ſordid intereſt; and purſuing, of private gain, whilſt you are bravely and diſintereſtedly purſuing, ſingly, the intereſt and honour of your country: to ſee you, I ſay, in this predicament, muſt make one truly concerned for you; but yet I beg you to ſupport all theſe things, and even more, with temper, and make no improper complaints abroad, but reſerve whatever you have to ſay, 'till you get home, and can ſupport them with your own evidence and authority, and the aſſiſtance of thoſe honeſt friends, who will ſtand by you. Let nothing that can be ſaid, or done, or writ to you, in the leaſt degree, ſlacken your zeal for the public ſervice; but, in ſpite of all reſtraints, impediments or differences whatſoever, go on in the glorious cauſe of your king and country, with all the ſhew of friendſhip and unanimity that is poſſible, even with thoſe very perſons, you may privately have reaſon to differ with, and, perhaps, have the meaneſt opinion of their abilities: conſider, it is the ſame good maſter who authoriſes you to act in one capacity ſo gloriouſly, for the good

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of your country, that has given a commiſſion to another perſon to act likewiſe in his ſtation; and, for God's ſake, let not your maſter's cauſe ſuffer, from any differences between you; at leaſt take care to keep yourſelf always in the right, by the coolest and moſt temperate conduct.

"I muſt conclude my letter with wiſhing you, with a ſincere heart, and cordial affection, all poſſible happineſs, glory and ſucceſs, and that you may return, though not yet, to your own country again, beloved by every body, as truly and affectionately as you are, by

London, Nov. 17, 1741. Your moſt obedient, Humble Servant, WILLLAM PULTENEY."

After the conqueſt of Porto Bello, South-Sea ſtock roſe conſiderably, notwithſtanding the immenſe expences of the nation. It was conſidered as an earneſt of the conqueſt of Spaniſh America. The general opinion was that nothing could ſtand before admiral Vernon; and when he went to beſiege Carthagena, they were in ſo great haſte to celebrate the reduction of it, that while he was raiſing the ſiege a medal was ſtruck off in London, on one ſide of which was Carthagena, with this motto, "He has taken Carthagena." On the reverſe was admiral Vernon with this inſcription: "To the avenger of his country." There are many inſtances of theſe premature medals, which might deceive poſterity, if hiſtory, which is more faithful and exact, did not prevent thoſe errors.

At the general election for members of parliament for the city of London, which came on the 5th day of May, 1741, admiral Vernon was put in nomination, but on the final cloſe of the poll on the 12th, he was nineteen hundred and ſixty eight

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eight below Sir Robert Godſchall, who had the feweſt ſuffrages of any of the four members who were returned; and of the ſeven candidates the admiral ſtood conſiderably the loweſt. At the ſame time lord Sundon and Sir Charles Wager having been nominated by the influence of the nobility and gentry for the city of Weſtminſter, the inferior burgeſſes diſdaining to be dictated to concerning their choice of repreſentatives, put admiral Vernon in nomination along with Sir Charles Wager to the excluſion of lord Sundon. Thus was the abſent admiral ſet up at one and the ſame time for the city of London upon the court intereſt, and in the city of Weſtminſter upon the country intereſt; which plainly proves that party diſtinctions ſubſiſt more in idea than in fact, and that they are convenient appellatives which ſtateſmen aſſume or lay aſide as beſt enables them to practice upon the weakneſſes and the prejudices of the people at large.

It is the duty of a biographer to repreſent his characters in their true and proper colours; not to varniſh over their defects, nor repreſent their good qualities larger than the life. On this principle it muſt be admitted here, that the conduct of admiral Vernon in the expedition againſt Carthagena was extremely exceptionable. However he might have been diſguſted with general Wentworth, he ought to have ſtifled his reſentments for the ſake of promoting the common cauſe; but his impetuous temper hurried him into ſuch violent ſallies of paſſion, and he was ſo forward on every occaſion to expreſs his contempt for the commander of the land-forces, that it was almoſt impoſſible for an armament ſo directed to perform any important ſervice. As private animoſities are ſo apt to ariſe between commanders, always to the injury, and frequently to

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the ruin of the deſigns in which they are embarked, it cannot be too often, or too ſtrongly enforced, how much it is the duty of every officer to whom his country has entruſted her honour and her well-being to maintain ſuch an elevation of ſentiment on all occaſions, as ſhall make him determined to ſuppreſs all perſonal motives of reſentment, whilſt the public ſervice requires unanimity, and the exertion of collective ſtrength. A cool and diſpaſſionate conduct is often the means of terminating a difference more to a man's honour, than a ſpirited reſentment. The conduct of the earl of Marlborough to the duke of Wurtenburg, which we have before related *, greatly raiſed the intrinſic conſequence of the former, and was the means of rendering the expedition he was engaged in ſucceſsful; whereas a contrary conduct would in all probability have made it terminate in diſgrace: and theſe volumes furniſh many inſtances of naval commanders, who have been joined in the ſame ſervice, who have nobly ſacrificed their private reſentments to the public good: in ſuch ſituations the paſſions and the pride of man are very often apt to excite miſunderſtandings; and where an unaccommodating ſpirit has prevailed, a train of deſtructive conſequences have ever enſued. But to return from this digreſſion.

Soon after admiral Vernon returned from his Weſt India ſtation, many complaints were ſpread abroad concerning the manner in which the ſhips of the Royal navy were built, and heavy charges were brought againſt the ſuperintendants of that department. If the admiral was not the firſt to ſtart theſe objections, he was at leaſt the moſt active in ſupporting them; and herein his country

* Vol. II. p. 413.

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is much indebted to him, as the detection of malepractices is the firſt ſtep towards reforming them. Indeed Mr. Vernon was ever aſſiduous, not only in diſcharging the duties of his own ſtation, but in keeping a watchful eye over the conduct of others. He it was that introduced a very beneficial reform in our fleets: until then it had been cuſtomary to deliver out to the common ſailors their allowance of water, and of ſpirits, each ſeparately, by which a practiſe was introduced among the men of letting their allowance of ſtrong liquors remain unclaimed, till a ſufficient quantity became due to make them heartily drunk, when they would give a looſe to their ſordid appetites in a riotous carouſal. The ſervice was found to be greatly injured by this practice; the liquor which was intended as the means of keeping the men in health and ſpirits was found deſtructive of both: our admiral procured a regulation to be made, that the water and the ſpirit ſhould be mixed, before it was dealt out to the crews, and in this ſtate it bears the name of grog. Mr. Vernon ever ſtudied the true intereſt of the ſeamen, and though he was a ſevere diſciplinarian, yet he never loſt the affection of his men. His rugged temper indeed neither procured him friends among thoſe in power, nor the cordial good will of his brother officers, but in all ſtate-emergencies, his ſuperior ſkill and abilities occaſioned him to be called forth into actual ſervice. For theſe reaſons he was appointed to the command in the channel, when the rebellion broke out in Scotland. In this critical juncture the admiral diſpoſed his ſhips ſo judiciouſly, that he effectually blocked up the French ports; and by eſtabliſhing a chain of correſpondence delivered the country people along the coaſts from their apprehenſions of an invaſion.

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Whilſt the vice-admiral lay in the Downs, a diſagreement aroſe between him and the lords of the admiralty, from the former appointing a gunner to one of the ſhips in his ſquadron: this occaſioned him to write the following letter to the duke of Bedford; who then preſided at the board.

My Lord Duke,

"YOUR grace having from a nobleneſs of mind, and humanity of temper, becoming of your high birth, eſpouſed the cauſe of an injured innocent perſon, and honoured with marks of your generous friendſhip, an officer you thought ſo deſerving of it, ſo as to become his advocate, and procure his being reſtored to his rank in the royal navy, and employed in it accordingly, at this critical conjuncture; as a teſtimony of your grace's confidence that he had judgment to execute it, and an honeſt zeal for approving himſelf a faithful, zealous, and diligent officer, and ſervant to our royal maſter. And I hope in God, as well as I ſincerely believe it to be true, that this officer, in the perſon of your humble ſervant the writer, has had that juſt regard for the diſcharge of the duty confided to him through your grace's means, that he may with confidence aſſert, that he has acted ſo circumſpectly, diligently, and aſſiduouſly in the execution of that truſt, as to have manifeſted to the world, that your grace was neither deceived in your judgment of his capacity for the ſervice of the crown, nor his inclination to diſcharge his duty to our royal maſter, with a ſincere, honeſt zeal, for approving himſelf his majeſty's faithful ſubject and ſervant, which he has had the double incitement to, of his duty to the king, and the juſt regard he ought to have, for juſtifying your grace in the good opinion you had entertained

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tertained of him. As I am conſcious I have done nothing ever juſtly to forfeit that good opinion, that engaged your grace to honour me with your patronage and friendſhip, I entertain too good an opinion of your grace to think I have not the continuance of it, notwithſtanding the late incident of my being hunted out of my command, by the operative malice of ſome malicious and induſtrious agent, that is too well ſkreened over, for my being able particularly to diſcover him, and point out who it is; ſo that muſt remain to me a ſecret, till ſome happy providence in the courſe of time may more clearly diſcover it; not being nevertheleſs in my own mind doubtful; but I can trace the original cauſe of it, and gueſs pretty nearly at who may be the concealed director of it. As the pen of the ſecretary of the admiralty conveyed theſe bitter ſhafts that were levelled at me, I thought it right to ſuggeſt, that his pen might be tinged with a gall flowing from his own mind, beyond the direction he might receive for it; from which I thought it my duty to acquit him on a gentleman-like apology in regard to his office, which I was no ſtranger to its being his duty to obey, and on an aſſurance of a good will he had always profeſſed; and I well knew I had never given him occaſion to alter the ſentiments of a profeſſed friendſhip for me.

"And one of the occaſions taken to juſtify this conduct towards me, having been that I had, within the channel of England, on a ſhip's ſervice being immediately wanted for proceeding to ſea, and being without a gunner, (certainly a neceſſary officer for her defence, and which I could not think myſelf juſtified in permitting to go to ſea without) preſumed, as it is called, to warrant a gunner to her, for proceeding to ſea in her, as I judged it to be abſolutely neceſſary for his majeſty's ſervice, and the defence of the ſhip.

"And

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"And having now ſtated the fact, I ſhall preſume to give your grace my ſentiments in that particular, viz. that it is my opinion, that when the admiralty is ordered by the crown to fit out a fleet for the ſervice of the government in the channel of England, or on foreign ſervice, and the admiralty had commiſſioned them out of the ſea-officers on ſhore, and appointed the admiral to command in chief, in purſuance of his majeſty's pleaſure, and the fleet were aſſembled together, that to ſupport the neceſſary command of the officer the king had appointed; it was the government's intereſt that the commander in chief ſhould name all officers that fell vacant, and has not been denied while the depending ſervice was eſſential; but pretences from the admiralty, that the ſhips were not aſſembled, or not under orders; and as checks are in their power, they have contradicted it, though always to the prejudice of the crown's ſervice. For when the people of the fleet ſee their commander in chief can neither ſupport their pretenſions of merit, nor his own authority over them, they muſt naturally look after thoſe who are no judges of their ſervice, and renders the commander contemptible to the fleet. This power is known to have been abſolute in the commanders in chief in the channel, and in one who has added honours to your grace's family *; and, when that power has been wanting, has, I believe, been always found prejudicial to the ſervice of the crown, and proſperity of the kingdom.

And having given your grace the trouble of reading my ſentiments in this particular, I will now proceed to declare, that it is my opinion that this is the ſentiment of Sir John Norris likewiſe, and that your grace has moſt groſly been impoſed upon in the aſſertion of Sir John Norris being of a contrary

* Ruſſel, earl of Orford.

opinion;

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opinion; and I thank God that Sir John Norris is now living, who can ſatisfy your grace, his majeſty, or the public, what are his ſentiments, whenever it be thought proper to take his opinion upon it. Your grace may think I talk with much confidence of Sir John Norris's opinion at this diſtance, but when I inform your grace that I have ſerved immediately under his command as a lieutenant, when he ſerved as firſt captain under that brave, honeſt, and experienced admiral, Sir Cloudeſley Shovel; that was an honour to his country and the ſervice, and whom, I believe, no man knew that did not love and eſteem him; and I have on ſeveral occaſions ſerved as captain under Sir John Norris, whom I know to be a conſummately experienced and gallant ſea-officer, and have lived in an uninterrupted friendſhip with him; your grace will not be ſurprized that I venture to aſſert what is his opinion, as well as my own; and were you to conſult admiral Matthews, or Sir Chaloner Ogle, though I dont pretend to give you now my opinion in regard to them, yet I do verily believe this to be their opinion likewiſe; but of this it is eaſily in your grace's power to ſatisfy yourſelf.

"I ſhall now only add, that I am at preſent detained here, for having my baggage embarked for proceeding to Harwich in one of the armed veſſels, vice-admiral Martin has been ſo obliging to aſſign me, to carry to my houſe on the Ipſwich river.

"I propoſe at preſent being in London by Tueſday or Wedneſday night; whenever it is I ſhall be at your grace's door the next morning after my arrival, in order to pay my duty to your grace, and afterwards, before I ſet out for Suffolk, (if it has your grace's approbation) to be preſented by you to pay my duty to his majeſty. And the favour I ſhall now deſire of your grace is, that your

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porter may have orders from you to let me in, if ſuch a viſit be agreeable to your grace, and if not that I may be told ſo, not to give an unneceſſary trouble to you or myſelf.

"I have begun with expreſſing a grateful ſenſe of the teſtimony of the friendſhip you have honoured me with, which on all events I ſhall ever retain, as I may ſay it is a ſort of hereditary inclination in our family to have entertained an honour for your grace, from the memory of that glorious martyr for the liberties of his country, my lord William Ruſſel, the memory of which has in ſome manner been tranſmitted to poſterity with my father's hand, whom I think was the draughtſman of the ducal patent in your grace's family; and I have heard it much commended for the elegancy of the ſtile, and the juſt honours done to a nobleman of ſo many amiable qualities, unſullied by any vices that ever I heard of.

"That your grace may live and die as great an honour to your family, ſhall ever be the ſincere wiſhes,

My Lord Duke,
Of your Grace's, &c."

At the ſame time, and on the ſame occaſion, he wrote a letter to Mr. Corbet, ſecretary to the admiralty, in which his truly independent ſpirit breaths out in the following paſſage:

"I ſhall always ſerve my royal maſter with a ſincere zeal for his ſervice, and with the utmoſt diligence, reſolution and capacity that I am capable of, and while my ſervices are approved of, always continue them with pleaſure; but if I am judged not to have a capacity for it, as by the ſtile of your letter ſeems to be inſinuated, if you have thought of any one you judge more proper for it,

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all that I desire is, that his majesty may be most effectually served, and I shall with pleasure resign any command I have to him."

The vice-admiral disgusted at the further conduct of the first lord of the admiralty, and his case being laid before the public in two anonimous pamphlets, one of which was entitled, "A Specimen of Naked Truth, &c." the other, "Some Seasonable Advice, &c." Mr. Corbet was directed to write to Mr. Vernon, to know if he was the author of those publications, to which the admiral returned no answer. Another letter was therefore written by the secretary soon after, to which the following answer was sent.

SIR,

"UPON my return to my house, on Monday your messenger brought me a letter of yours, of the 4th instant, which, on perusal, I cannot conceive, even your long experience can ever have furnished any precedent for a letter of so extraordinary a nature. Whenever their lordships think my attendance on them necessary, for his majesty's service, as I know it is my duty to pay a ready attendance on their orders for my doing so, I shall not fail to do it whenever they appoint it.

"I thank God I have hitherto discharged my duty to the crown, in every station I have been called to serve in, with a diligent care and attention to his majesty's service, as was my duty; and as I have ever looked upon it, of every one in his majesty's service, in their respective stations, and hope I have carefully kept clear of intermixing any private passions of mine with the public service.

I am SIR,

April 8, 1740. Yours, &c.

EDWARD VERNON."

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Upon Admiral Vernon's coming from the houſe of commons the next day, a meſſenger met him at the door, and told him he had a meſſage to him from the admiralty board, to attend them at their office, at ſeven o'clock, which he accordingly did.

Upon his coming in, when ſent for, after having waited without a conſiderable time, the firſt commiſſioner told him, 'That they were the admiralty board, that in them was veſted the full power of the lord high admiral; and that he, as the firſt in the commiſſion, was the head of that board, and the mouth of it; and that what he ſhould ſay to him was the ſenſe of the whole board, and, therefore, deſired he would give diligent attention to it; and that they would have him give a direct anſwer to what they ſhould require of him; and that he ſhould attentively hear what he had to ſay, and not interrupt him. His diſcourſe then rolled upon two pamphlets he had upon the table before him, which he read the titles of, being, "A Specimen of Naked Truth, &c." "And Some Seaſonable Advice, &c." and exclaimed much againſt them; and mentioned two letters their ſecretary had wrote to him, by their order, to know from him, whether he was the author or publiſher of them, and expreſſed himſelf ſurprized and diſſatisfied with a letter of admiral Vernon's he had before him, in anſwer to the ſecretary, and no anſwer to the queſtion they had directed to be aſked; but that they expected now a categorical anſwer, and that he ſhould ſay, Aye, or No, whether he was the author or publiſher of thoſe pamphlets.'

When he was called upon to anſwer, he ſaid, 'He was very well apprized that in them was veſted the full authority of the lord high admiral; and that, as a military officer under them, he owed all obedience to all their orders, as he ſhould always think it

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it his duty to do all their military orders, while he continued an officer in the public ſervice; and that he thought he was right, in hinting in his letter to the ſecretary, that he believed no military officer, of his rank, had ever been treated in the manner he had been, within the term of his long experience: that for all queſtions that ſhould be aſked, relative to his duty, or experience, as an officer, he ſhould anſwer to the beſt of his judgment; but as to the queſtion now aſked, as he looked upon it to be of a private nature, that he apprehended they had no right to aſk him that queſtion, and that he was under no obligations of anſwering it; but had the common privilege that was due to every Britiſh ſubject; and that if his continuing an officer in the ſervice was an eye-ſore to any one, that he was now grown to be an old man, and had reaſon to be tired with being treated in ſo contemptuous a manner.'

Upon which, the firſt commiſſioner ſaid, 'If he would give them no other anſwer to the queſtion, he might withdraw, and they knew what they had to do.' Which, with his obeiſance, he did accordingly.

Soon after this interview he received the following letter from the ſecretary of the admiralty:

SIR,

"I AM commanded, by my lords commiſſioners of the admiralty, to inform you, that the ſeveral matters which have paſſed between their lordſhips and yourſelf, with relation to two pamphlets, entitled, "A Specimen of Naked Truth, from a Britiſh Sailor;" and, "Some Seaſonable Advice from an Honeſt Sailor, to whom it might have concerned, for the ſervice of the crown and country;" having been laid, by his grace the duke of Bedford, before

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the king, his majeſty has been pleaſed to direct their lordſhips to ſtrike your name out of the liſt of flag officers.

I am SIR,
Your moſt humble ſerv.
T. C."

Admiralty-office,
April 11, 1746.

This weather-beaten ſeaman then retired from all public buſineſs, except attending his duty in the houſe of commons, as member of parliament for Ipſwich in Suffolk, which he had ſtill the intereſt to retain. And in every debate relating to the ſea-ſervice ſpoke his mind with that candour and integrity which became an honeſt man, and a ſincere friend to his country. In his ſenatorial capacity, he was a bold and animated ſpeaker, was heard with attention, and his opinion received with great deference by the houſe.

He enjoyed a very good ſtate of health, both in London, and at his country ſeat at Nacton; he was indeed lame, but his conſtitution little impaired; ſo that the ſickneſs which put a period to his life was ſudden and unexpected. He was perfectly well on Friday the 28th of October, 1757; but about two the next morning, he waked out of his ſleep, and complained of a heavineſs at his heart; a phyſician was immediately ſent for, but too late, the pain increaſing with ſuch violence, that he breathed his laſt in the arms of a ſervant, about three minutes before the phyſician arrived.

Thus died one of the moſt accompliſhed ſea-officers of the Britiſh navy. He had enjoyed frequent opportunities of learning the buſineſs of a ſeaman, and of being well acquainted with the principal ports of Europe and America. Nor did he ever omit to improve any opportunity that offered to render himſelf more capable of ſerving his country.

His

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His courage was remarkable, but always guided by prudence and diſcretion, ſo that in the heat of action he maintained a ſurprizing equanimity and preſence of mind. His private virtues were equal to his public; he was an indulgent huſband, a kind maſter, and a liberal benefactor to the poor: a demonſtrative proof that courage is not incompatible with humanity, nor bravery with a heart that commiſerates the afflictions of the indigent.

The reader by this time has perhaps formed ſome judgment concerning what were the excellencies and defects which predominated in the temperament of this eminent ſeaman; the following contraſted characters of him, which were written at the time when his conduct drew the general attention of the nation, and when the people were greatly divided in their opinions concerning him, may ſerve farther to illuſtrate this matter.

'Mr. Vernon was early in the ſervice of his country, through the intereſt of his father, who had been ſecretary of ſtate. He was always eſteemed a brave and gallant officer, but too auſtere in his manners to win love, and too faſtidious in his temper to court favour. In the houſe of commons he had ſometimes ſpoken with an eloquence ſuited to thoſe qualities. He had never obtained a flag, if he had not been thought the moſt proper man in the kingdom for the ſervice then wanted. His behaviour at the beginning of the Spaniſh war, made him the idol of the people: but haughtineſs and ſeverity to thoſe under him, want of condeſcenſion to thoſe above him, and a ſort of pre-eminence aſſumed over his equals, occaſioned him to give ſome kind of diſguſt to all with whom he had any concern. He would have been the firſt admiral of the age, if his opinion of his own merit had not out-run that of the public, and if this opinion had not tinctured all his thoughts

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thoughts and actions with a contempt of other men. In a word, ſomething of the ſeaman might have been ſpared, in order to finiſh the gentleman; ſomething of the maſter, in order to qualify the ſervant; ſomething of the ſelf-ſufficient, in order to make all mankind acknowledge the real ſufficiency.'

A Contraſt to the foregoing Character.

'Mr. Vernon was early in the ſervice of his country, from his own natural inclination, and the concurrence of his father, who had been ſecretary of ſtate. He ever approved himſelf a brave and gallant officer, but was of manners too auſtere to win the love of a people degenerated into a Perſian effeminacy; and too tenacious of the dignity of human nature, as well as the common right of all men to cenſure or commend, to be mean enough to court favour wherever he found power. In the houſe of commons he had ſpoken with an eloquence ſuited to a certain old obſolete honeſty, long ſince departed from his country. He had never obtained a flag, if he had not been the only man in the kingdom capable of the ſervice then wanted. His behaviour at the beginning of the Spaniſh war, juſtly made him the idol of the people: but it was his misfortune to be introduced to the command of a fleet, when the worſt morals, the moſt flagitious lives, and the moſt conſummate ignorance were not thought any diſqualification of officers ſerving under him. An almoſt univerſal licentiouſneſs had ſpread through and infected the whole fleet, and the cure of this formidable evil, by a neceſſary ſeverity of diſcipline to thoſe under him, a laudable aſſertion of his country's and fellow-ſubjects intereſts to thoſe above him, and a proper and juſt ſufficiency aſſumed, from his own ſteady integrity, towards his equals, occaſioned him, in this deluge of corruption, to give

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give ſome diſguſt to many with whom he was concerned. He would have been the firſt admiral of the age, if that age had underſtood true merit; or if the public good had not been univerſally ſacrificed to private and particular intereſts: nor would he have miſſed the plaudit of all, if the purchaſe of it from a few had not been too dear to be attempted. In a word, could he have dropt ſomething of the honeſt man, in order to finiſh the fine gentleman; ſomething of the patriot, in order to adopt the courtier; ſomething of the ſteady, zealous, indefatigable officer, in order to be the ſervile, cringing, ſubmiſſive inſtrument, he might have roſe the phœnix of a corrupt degenerate age.'

An elegent monument is erected to his memory in Weſtminſter Abbey with the following inſcription:

As a memorial of his own gratitude and of the virtues of his benefactor, this monument was erected by his nephew Francis lord Orwell in the year 1763.

Sacred to the memory
of
EDWARD VERNON,
Admiral of the white ſquadron
Of the Britiſh fleet.
He was the ſecond ſon of James Vernon,
Who was ſecretary of ſtate to king William III.
And whoſe abilities and integrity
Were equally conſpicuous.
In his youth he ſerved under the admirals Shovel and Rooke;
By their example he learned to conquer:
By his own merit he roſe to command.
In the war with Spain in MDCCXXXIX
He took the fort of Porto Bello
With ſix ſhips;

A force

A force which was thought unequal to the attempt:
For this he received
The thanks of both houſes of parliament.
He ſubdued Chagre and Carthagena;
Conquered as far as naval force could carry victory.
After theſe ſervices he retired,
Without place or title,
From the exerciſes of public,
To the enjoyment of private
Virtue:
The teſtimony of a good conſcience was his reward;
The love and eſteem of all good men
His Glory.
In battle, though he was calm he was active;
And though intrepid prudent;
Succeſsful yet not oſtentatious,
Aſcribing the glory to God;
In the ſenate he was diſintereſted, vigilant and ſteady.
On the xixth day of October, MDCCLVII,
He died as he had lived,
The friend of man, the lover of his country,
The father of the poor;
Aged LXXIII.
Michael Ryſbrack,
Invt. et Sculpt. 1763.

END OF THE FOURTH VOLUME.

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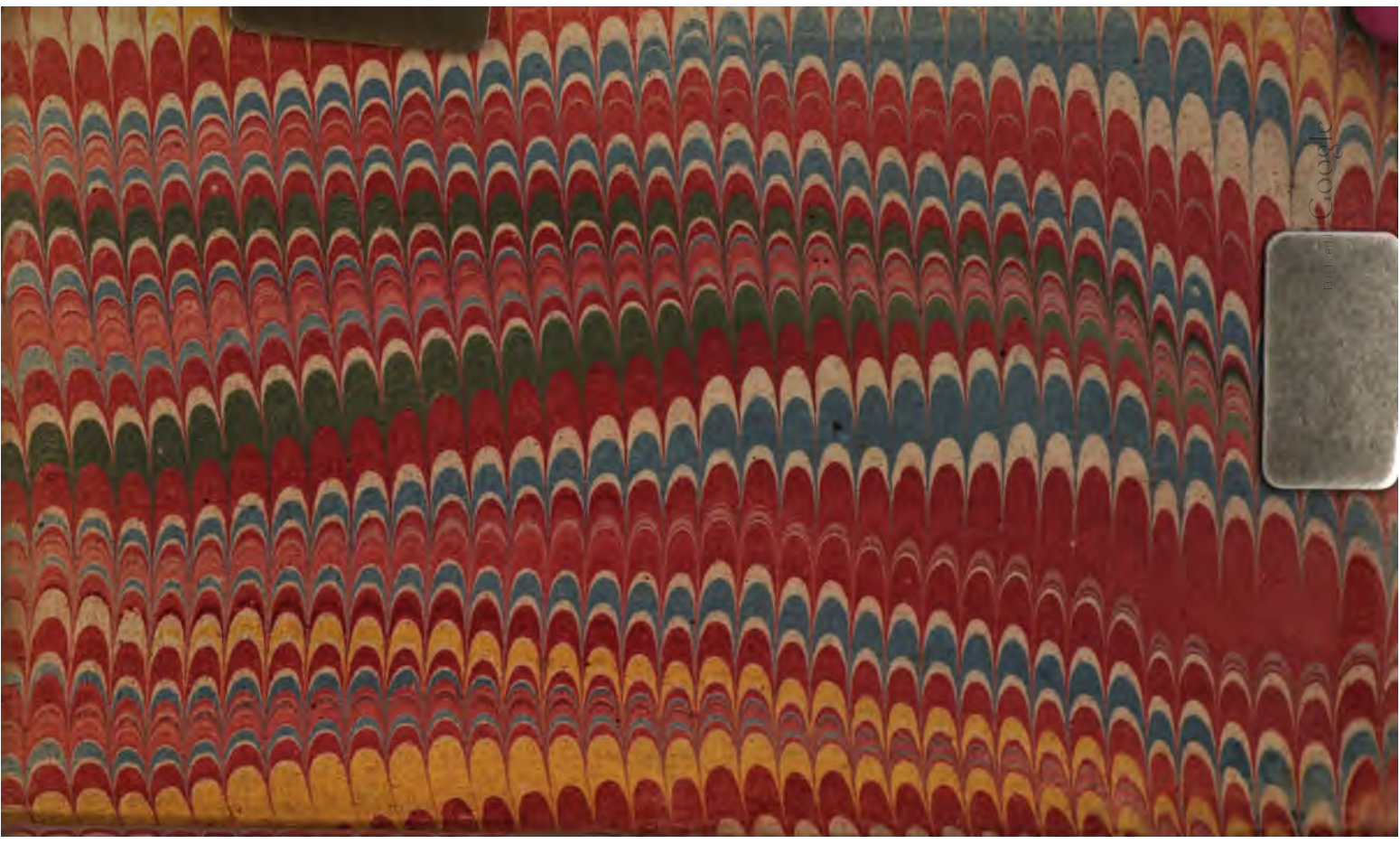
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